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## Hot Rod Hayride

"Barriers around the central area ensure only billet-free pre-66 stuff gets through"

## 1970 Chevrolet Chevelle

"I'd been to look at it, and wasn't convinced at all until I saw the number plate - that's what really sold it to me!"

## 1957 Plymouth Savoy

"He reckoned that the car had seen rain maybe a dozen times in its life... until it got to the UK"

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"It has been a joy to drive and travel in, we are please it is heading to the UK for further enjoyment!"

Catch up on their journey by reading their blog  
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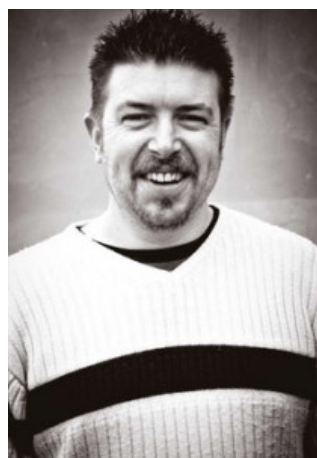
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# editor's letter



**DAVE SMITH**  
EDITOR

One thing the Japanese  
couldn't touch the Americans  
on - classic muscle



**E**arlier this year, my daily driver was a 30-year old Nissan Sunny. I thought it'd be interestingly 'retro', but its age was the only remarkable aspect of the car. It wasn't really cutting it for me, but back in early June I happened upon a replacement.

I came across an early Lexus LS400. I'd been looking for a cheap one for a while to use as a donor car for another project, and this one cropped up in west London. It had a month's MoT, 130k on the clock and was very cheap indeed, so I bought it. I drove it back to the Midlands from Harrow, and all thoughts of it becoming a donor car immediately went right out of the window. The 4.0 V8 wafted me up the M40 in near-silence, in complete comfort, and returned almost 30mpg. And it had cupholders!

Since then, the only things I've found that don't work are the LCD display for the climate control on the dash - apparently a common fault on the LS400 - and the interior courtesy light is discourteous. I put it through an MoT, and the only item the tester could find to comment upon was that the offside headlamp washer wasn't particularly efficient. Prior to the test, I'd had to replace one number plate lamp bulb and the wiper blades, which were both marked 'Toyota' and therefore probably more than 20 years old. The exhaust was the one it left the factory with; the fan belt was also the original. The paint is awful - it looks like it's been washed with a Scotchbrite pad once a month since 1992 - but there's no rust.

This was the car that Toyota launched in 1989 to show the American market what a luxury sedan should be. Nobody in the US would buy a luxury car with a Toyota badge because, well, Toyota made cheap hatchbacks, didn't they? The Lexus brand was born, presumably, when Toyota looked at the likes of Cadillac and Lincoln and said, "Ha, ha! What a road of clap!" Because, for some reason, in my mind, Toyota's fleet of engineering geniuses all talk with a politically-incorrect Benny Hill-style accent. "This Cadrirac is borrocks! Let's show them how it's done."

And so Toyota took an R&D budget that would buy a whole developing nation (or a semi in London) and their reserves of experience, and created a luxury sedan to convert the USA. They had to get it right first time; there would be no second chance. It looks like they did. Engines that would plod along in silence for hundreds of thousands of miles, silky automatics that rarely ever needed rebuilding, surgical panel gaps, top quality materials... they built them to last.

No, it's not pretty, but the contemporary Cadillacs were hardly cutting-edge design and besides, if you're in the driver's seat you don't have to look at it. And even now, there's not a squeak or rattle to be heard, the doors still close perfectly, and, when you wash it with a hose pipe, the interior and boot are as dry afterwards as they were before! Unheard-of!

No, I'm not defecting to the Far East, I still love my American machinery and doubtless always will, but from this one car, for which I got change from £300, it's frighteningly easy to see how the Japanese stormed the luxury car market in the States - Lexus, Acura, Infiniti et al. What's even more frightening is how long it took the American brands to catch up...

**"For some reason, in my mind, Toyota's fleet of engineering geniuses all talk with a politically-incorrect Benny Hill-style accent"**

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# ACMnews

## THIS MONTH'S PRESSING ISSUES IN THE WORLD OF AMERICAN CARS

# Right Of Way

**At the end of August, the first right-hand drive Ford Mustangs began rolling off Ford's Flat Rock, Michigan, production line, with the first deliveries to customers in the UK expected in November.**

At the same time, Ford announced that 2,000 orders had been placed in the UK for the famous pony, available in factory right-hand drive for the first time in its 50-plus year history. There have been right-hand drive models previously, but they've been post-production

or CKD conversions, often done by a third-party subcontractor. So far, 80% of the UK-bound cars are the fastbacks, and 70% are powered by the 5.0-litre V8. See [www.ford.co.uk](http://www.ford.co.uk). The right-hooker made its official debut at the mid-September Goodwood Revival meeting, although the

new S550 Mustang had done a summer tour of selected Ford dealerships in the UK, inviting other Mustang owners to display their cars alongside. One dealer in the north east had the new 'Stang alongside Kris Thoburn's street/strip ex-ACM cover car '69 model.



# Roaring Start



At about the same time as the right-hookers were leaving Flat Rock, so were the first 2016 Shelby GT350Rs. "This is a special day for all Mustang enthusiasts," said Bill Ford,

executive chairman, Ford Motor Company. "We have taken the GT350 formula to the next level of innovation, style and performance. Today the legend continues."

## Edging Their Bets

At the Frankfurt Motor Show in mid-September, Ford also announced that the American-built Edge SUV will be coming to

Europe in early 2016. Whether they'll be coming to the UK in right-hand drive is yet to be confirmed.





## Coupe de Grace

Back in 1964, the Cobra was kicking ass on circuits everywhere... except long, high-speed circuits like Le Mans, where the aerodynamics left much to be desired.



Along came Peter Brock with a sketch of a sleek, coupe body, and, in 1965, the Cobra Daytona was born. A record, sell-out crowd of 149,000 saw some at the Goodwood Revival, celebrating their 50th birthday, but it you can't afford the seven figures required to buy an original, you can still buy what the makers call a "genuine derivative" and get change from six figures. Original styling coupled with more modern

running gear, engine choices ranging from a Ford Motorsport 289 to a 520bhp GM LS3 and even air conditioning... Check out the CSX9000 Series at [www.superformanceuk.com](http://www.superformanceuk.com).



## Purple Reign

Dodge went Plum Crazy for August's Woodward Dream Cruise, displaying the 2016 Challenger 392 Hemi Scat Pack Shaker and Charger R/T Scat Pack models in the iconic 1970 purple hue, and announcing that it would be back for a limited production run on the two muscle models. You'd better be quick, though.

Dodge opened the Dream Cruise with a Roadkill Nights Powered by Dodge event at the Pontiac Silverdome, where the grudge match between Gas Monkey Garage's '67 Dart and Roadkill's '68 'General Mayhem' Charger - both powered by 707bhp Hellcat Hemis - resulted in the Gas Monkey guys taking the trophy with a 5.81-second eighth-mile. That's a low nine over the quarter...



## Woodward Rescue



For any Woodward cruisers who boiled, broke down or even ran out of fuel, Chevrolet have provided a fleet of six 2015 Silverados with on-board mechanics to assist. Since the Chevrolet Certified Rescue Service first hit the Dream Cruise in 2011, they've helped 150 stranded cruisers.

## I Do... Again

At the recent 40,000-car Woodward Avenue Dream Cruise, Hagerty specialist insurers set up a drive-in booth for cruising couples to renew their wedding vows.

More than 150 couples took them up on the offer, in front of a large banner saying "For as long as we both shall cruise" - cool. "So many special life moments that create lasting memories are

connected to cars," said McKeel Hagerty, CEO of Hagerty. "We wanted to find a way to rekindle those memories for couples who love their cars almost as much as they love each other." One

of the couples was Gordon and Geri Rinschler of Birmingham, Michigan, who renewed their vows in the same 1930 Model A Ford that they were married in 47 years previously.



## Oil Be Back

There's a new diesel engine in the Jeep Cherokee range, a MultiJet II turbo-diesel in 185 and 200bhp variants, offering "a significantly wider spread of torque from low revs, more power, improved performance and better fuel economy than the outgoing two-litre, 170bhp

engine," according to the bump. Available only with the nine-speed auto and matched to the Active-Drive 4WD system, it's already Euro 6 compliant and offers an impressive 2.5 tonne towing capacity plus almost 50mpg on the combined cycle. See [www.jeep.co.uk](http://www.jeep.co.uk).







## PrejudiceBulletin

According to Continental Tyres, 45% of UK motorists - some 16 million drivers - judge other drivers based on the colour, type and cleanliness of their car, allowing it to affect how courteously or otherwise they treat them. This could boil down to "he has a BMW/Audi, ergo he's a tw\*t."

## Limited Mileage?

Not this lot. One hundred years ago, Edsel Ford drove a Model T Ford 3,500 miles from Detroit to San Francisco to the 1915 World's Fair, where Ford had a display including a functioning Model T production line. In July this year, a team from the Historic Vehicle Association drove the same journey in another 1915 Model T in celebration of the centennial of the Panama Pacific International Exposition.

Edsel's journal of the original trip proved that, for the first time, Americans could consider driving across the US by automobile.



## Factory Fresh

**Back in 2013, GM bought the old Durant-Dort Factory One carriage factory in downtown Flint, Michigan.**

They recently announced that they will be converting it into an automotive archive and research centre, with the west

wing housing classic vehicles and other artefacts. The project is scheduled for completion in 2017.



## Back On Display



In early September, GM announced that the one-millionth Corvette - which fell into the sinkhole under the Bowling Green museum almost 18 months previously - had completed its four-month, 1,200 man-hour restoration at GM's Technical Center, and was unveiled back at the National Corvette Museum. The white ragtop had been autographed by every worker who built the car in 1992, and only two signed components couldn't be saved. The resto team scanned the autographs and had them reproduced as transfers to stick to the new parts.



## Have It Your Way

As the sixth-gen 2016 Camaro goes into production, Chevrolet have announced that pricing will begin at \$26,695 (RRP) for the base V6 1LT.



They also announced performance figures for the lighter, more powerful SS, such as 0-60mph in 4.0 seconds, 455bhp, and 12.3 seconds in the quarter. Even the 2.0 turbo can cover the quarter in 14 dead. There's a new online 'visualizer' for potential customers (or dreamers looking for something to do on their lunch break) to configure their car with colours, options and trim - see [www.chevrolet.com/2016-camaro/](http://www.chevrolet.com/2016-camaro/)



## FirstDateBulletin

According to an IAM survey, the biggest turn-off on a first date is rudeness or bad manners (81%). Talking on a mobile while driving (44%) or, worse, texting (45%) were also turn-offs, while having a dirty car came in at 10th (23%). Having a nice car was a top turn-on for 7% of respondents...



# Winter Warmers

Once again, winter is on the doorstep, but there's plenty from Sealey to keep the weather at bay. Let's start with their Winter Promotion, running from now until the end of February, which is packed with more than 500 of their most popular tools and equipment for the winter months, and with prices slashed by up to 57%.

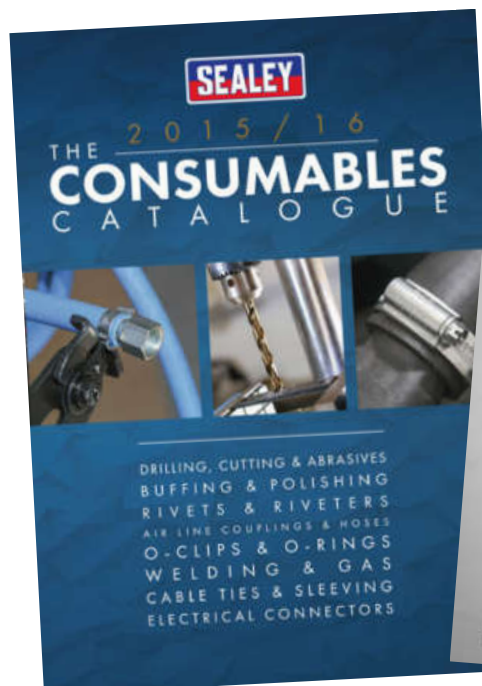
There's everything from start-and-charge units, heaters and lighting, to car covers and even snow shovels, and you should check out their range of Sealey/Schumacher battery chargers that charge at three times the speed of conventional

chargers. Also be sure to check their Vehicle Service Promotion, running until December 31st, with 24 pages of products dedicated to servicing and auto work.

Sealey have also just launched an extensive range

of consumables for garages, workshops, bodyshops and so on, including drill bits, electrical terminals, hose clips, and even stackable boxes to store them in. Get all of the promotional leaflets and details from your local stockist, or call 01284

757500, or see [www.sealey.co.uk](http://www.sealey.co.uk) and stock up now! Don't forget to enter the competition on the website to win one of Sealey's popular Wedge portable toolchest and rollcab combos - follow the competition link from [www.sealey.co.uk](http://www.sealey.co.uk).



## 10 Millibu

The venerable Chevrolet Malibu, introduced as a midsize sedan in 1964, passed the milestone of 10 million units produced at

the end of August. The mark was passed just as the all-new, ninth-generation 2016 Malibu entered production.



## Great White Wall



Illinois' Vogue Tyre & Rubber Co recently announced the biggest production whitewall ever in their Custom Built Radial SCT range - a whopping 305/35R24 - with a whitewall and their signature gold stripe. Classy... see [www.voguetyre.com](http://www.voguetyre.com).

## Edward, 3rd Baron Montagu of Beaulieu

OCTOBER 20TH, 1926 - AUGUST 31ST, 2015

Edward John Barrington Douglas-Scott-Montagu, 3rd Baron Montagu of Beaulieu, died peacefully at his home on August 31st, aged 88, after a short illness. He is survived by his wife Fiona, his son and heir Ralph, daughter Mary and second son Jonathan. In accordance with his wishes, the estate and visitor attractions - such as the National Motor Museum he opened in the grounds of his Hampshire stately home in 1952 - are continuing to operate as usual. Rest in peace.





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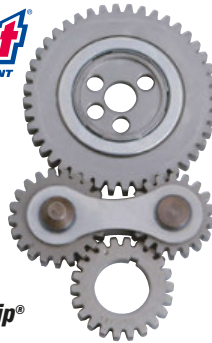
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# ontracknews

THIS MONTH'S RACING AND TRACK NEWS

## Elapsed Times

**Santa Pod's James Forster lines up some tricks and treats for Hallowe'en.**



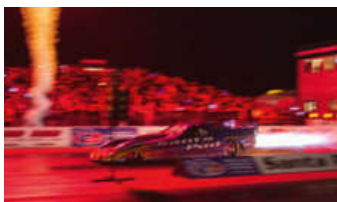
With the championships and serious racing done and dusted for another season, it's time to have some fun at the home of European Drag Racing with the season ending celebration that is Flame & Thunder on Saturday, October 31st! As the name

suggests, there'll be plenty of flame and thunder from jet cars, Top Fuel dragsters, monster trucks, fireworks, a huge bonfire, pyrotechnic aerobatic display and loads more. It's an action packed day out for all the family with steam engines, drift and

stunt displays, live stage shows and show cars including a Transformers display featuring Bumblebee, Beaterbee, Barricade AND Optimus Prime! The drag strip is renowned for attracting weird, wacky and wonderful race machines at Flame & Thunder so look out for everything from big-block blown V8s to diesels, go-karts, a shed, mobility scooters, motorbikes (including one rocket-propelled machine of Eric Teboul) and everything in between. Kids

under 16 go free and adult day tickets start from just £20, so don't miss it.

Meanwhile, the staff here are busy beaver away and making preparations for 2016; Santa Pod Raceway's 50th year as a drag strip, and we have every intention of making it a year to remember! Our major event dates have now been set so check out [www.santapod.com](http://www.santapod.com) and get your time off work booked and diary filled in now!



## The Sportsman

**Shakespeare County's Jerry Cookson welcomes the Super Stock class.**



September's NSRA Hot Rod Drags hosted the Super Stock class for the first time, and what a show the assembled drivers from the Stock & Super Stock Association delivered. Run under the watchful eyes of American racing enthusiast Peter Walton, the bracket eliminator attracted 12 cars before Shakey's gates had even opened. This quickly expanded to 16 drivers by the first qualifying session on Saturday afternoon. Dragstalgia event winner Richard Grainger ran bang on his dial-in; 11.505 on a 11.50 dial-in his rapid '70 Plymouth Road Runner. Second

quickest was Claire Johnson's orange Olds Omega (12.312 on 12.30 dial) followed by Jim Smith chasing an 11.90 but ran 11.941 for third with his R/T Challenger.

With qualifying curtailed by the inclement weather, eliminations began bright and early Sunday as all the big guns moved forward into the second round. Ethan Lisle, piloting the ex-80s John 'Moggy' Miles Plymouth Road Runner, now racing in Pro ET, flew past Jack Bishop's '67 Barracuda. Ethan dropped the hammer with a .074 reaction time which held good for the

cars 10.30 dial; 10.497 to a quicker but losing 10.481. Also on a course of killer reactions pills was Andy Robinson (.076), Richard Grainger (.060) and Harrison Brown (.079) racing the family 'Thatadoo' small-block '67 Camaro, with all three advancing to round two.

Ethan Lisle ended Grainger's hopes of the double despite both racers pulling dual reds. Another seasoned campaigner seeing red was Harrison Brown, gifting Jim Smith a place in the semis to leave 12th-placed qualifier Dave Billadeau in the Ol' Scatter Bolts '66 Dodge Coronet to eke out the win against Brian Huxley's 289ci Ford Falcon. Rounding out the quarters was Andy Royden's '68 Plymouth, going into the semis when another red appeared in Andy Robinson's lane!

Ethan Lisle was certainly on

his game this weekend with a near perfect reaction of .010 at the tree to take out Jim Smith (10.531 to 11.987) in the semis. Also on his game was veteran Dave Billadeau; 0.52 to dismiss Royden's sleepy .202.

And so to the final; Ethan knew he had to work his magic to stand any chance of taking out Billadeau, but shaved the bulb too finely with a -.028 to hand the win instantly to Dave's 11.909 on an 11.90 dial to end the show.

Burnout of the weekend must surely go to Don Scott's big Hemi Superbird, which completely smoked out the start line crew on several occasions. I feel that once a few minor issues have been redefined, Peter Walton's dream Super Stock class will very definitely have found a new home at Shakey and the Hot Rod Drags.







# Black Sun Racing

Alex Peters suffers shifting woes in Merseyside.



I have never entered a sprint more confident that I would win my class than at the Aintree Sprint in June. The course is made up of part of the old F1 track upon which Stirling Moss achieved his first Grand Prix win when he narrowly beat Fangio in 1955; the part of the track we used runs inside the Grand National horse racing track, with the final long sweeping corner running inside Becher's Brook jump.

I had been practising the full 1955 track layout on my computer simulator in preparation, in order to work out the best racing lines, and it showed that the long straight following Becher's corner would favour the Mustang's power. I was up against two Porsche Boxsters, one Porsche 944 and a TVR Chimera in my class, all much lighter than the Mustang

and able to corner faster; however, none could match the Mustang's 573bhp and 480lb.ft.

This event offered an unusually large amount of track time - two practice laps and four timed laps - so I took first practice very easy. From the start there's a long straight into Country Corner, a fairly tight 90-degree bend requiring heavy braking. A shorter straight then leads into Village Corner, a wider curve, then you pick up speed along Valentine

Straight with the horse racing jumps flashing past right next to the track! As you come into Becher's corner, careful braking is required to get the car to turn in to exactly the right line, feathering the throttle to hold the car in a slight drift through this never-ending double-apex curve. The best bit then is opening the throttle along the railway straight where the speed trap showed that the Mustang reached 125mph across the finish line.



On both practice laps I couldn't get from third to fourth gear approaching Becher's and rolled most of the straight before finding fifth, then second! The Tremec 3650 gearbox curse came back to haunt me again! After first practice, I was last in class by 20 seconds, 40 seconds behind the leader. Everyone improved massively in second practice, just six seconds covering the whole class. I was careful with the gear changes, only missing once coming out of Becher's, and so moved up to third place.

With four timed runs, I knew that if I could get all of the shifts right just once, I should still win easily without having to push corner speeds too hard, but on every timed run I still had gear change failures and could feel victory slipping from my grasp. I tried short shifting at lower revs, or just holding it on the limiter for a short distance into the corner, but none of this made me any quicker. The irony was that I was 10mph faster across the finish line than the leader Scott Hughes in his Boxster - if I could only get a decent start on the last straight I would win for sure. However, the best I could manage was second place, half a second behind Scott. I felt disappointed with the result, facing a six hour drive home from an event I should have won easily. I just hope I can find some more generous sponsors in the near future to help obtain a replacement gearbox.

Find Alex at [www.blacksunracing.co.uk](http://www.blacksunracing.co.uk) or on Facebook at [www.facebook.com/BlackSunRacing](http://www.facebook.com/BlackSunRacing)

## Stars At Night

This year's British Drag Racing Hall of Fame Gala Awards Dinner will be held at the Savill Court Hotel, Windsor Great Park, on November 21st, and promises to be a star-studded event with quarter-mile heroes from all over. Legends who will be appearing include 'Waterbed Fred' Miller, crew chief for Raymond Miller and the Blue Max team; Bob Muravez, driver of the twin-engined Freight Train; Ron Hope, owner and driver of the Rat Trap and Pure Hell Alters that wowed the 2014 Dragstalgia event; Bruce

Larson, former NHRA Funny Car champ and Nostalgia Funny Car driver; and Larry 'Spiderman' McBride, 14-time Top Fuel Bike champion. This year's Lucas Oil Global Achievement award will be awarded to Chrysler to mark 65 years since the first Hemi engine, with Mopar's toppest top brass on hand to receive it from no lesser a superstar than Don Garlits himself. That's a room full of US and European superstars, with more being added all the time, so see [www.britishdragracinghof.co.uk](http://www.britishdragracinghof.co.uk) for more details.





## Partnership Bulletin

Classic auction specialists, H&H Auctions, have partnered with classic insurance specialists Hagerty International, bringing Hagerty's expert insurance and valuation advice to H&H's clients. The first sale under the new partnership will be on October 13th and 14th at the Imperial War Museum.



# auCTIONnews

THIS MONTH'S AUCTION NEWS IN THE WORLD OF AMERICAN CARS

## Sale Around The World

Worldwide Auctioneers have got a busy autumn ahead of them.

They started with a big early September blowout sale in Auburn, with beauties like a '65 Shelby Cobra 289 Dragonsnake, one of four built, and which brought \$1,300,000. There were two Judges in attendance - one, a 1969 model, believed to be the earliest GTO Judge ragtop remaining, and the other, a '71 coupe, believed to be the last GTO Judge built - which didn't sell. A 1970 Buick GS Stage I ragtop hammered at a mighty \$143,000, a new world record.

On October 23rd and 24th they'll be in Fredericksburg,

Texas, to hammer away the Ron Brown Estate collection, 101 cars and a mountain of automobilia, all without reserve. There are fleets of the usual suspects in there - Tri-Chevies, Camaros (including a '69 Pace Car ragtop), Corvettes-a-go-go, plus a numbers-matching 1970 Dodge Charger R/T Hemi four-speed, a '70 Hemi Cuda with fewer than 17,000 miles on the clock, a genuine AAR Cuda, a '68 Shelby GT500KR, a pair of 4-4-2s, the lot. See [www.worldwide-auctioneers.com](http://www.worldwide-auctioneers.com) for details.



## Eastern Block

Anglia Car Auctions' August Classic sale on August 22nd saw just shy of 300 cars being hammered, with three-quarters finding new homes to a total of £2 million.

Among the regular classics were a rather handsome 1965 Cadillac De Ville that sold for £11,025, and a 1950 Chrysler New Yorker two-door coupe that brought just £7,770. There was a trio of the obligatory Mustangs, with a '66 ragtop bringing a shade over £17,000, and a noteworthy '71

ragtop with a 351C right behind it at a whisker under £16,000. A gorgeous '68 fastback in Bullitt green managed £26,250, whilst at the other end of the spectrum, a 1977 Mercury Monarch with a 302 V8 and original chain-drive RHD conversion went for just £1,700. All quoted prices include

premiums. Going unsold were a '65 Cadillac Eldorado convertible, a big-block '72 Vette ragtop, and a '65 Thunderbird. ACA's next classic sale takes place on Saturday, November 7th, so check the catalogue at [www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk) and get your Christmas shopping done early.

## Camaro Central



**It's not all massive-money thoroughbreds at classic car auctions; at most UK auctions you can find something at the lower end of the spectrum for reasonable money.**

The fairly new auction house Classics Central had just such a machine at their Sunday, September 6th sale at their Thurleigh, Bedford sale site. It's a 1996 Chevrolet Camaro with the 3.4 V6 and a five-speed manual transmission. On the upside, it looks a solid shell with just 84,000 miles on the clock and no sunroof or T-tops, so ideal for a street/strip conversion. On the downside, it's been off the road for at least 18 months, it needs a windscreen and was once a Cat-C write-off. It was for sale with no reserve, and I think you'll agree it was a bargain at £330 including buyer's premium! Their next sale is on Sunday, November 8th, so stay tuned at [classicscentral.co.uk](http://classicscentral.co.uk) for details.





## GOT SOMETHING TO SAY?

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## Scot Of The Auction-Antics

At the recent Morris Leslie auction in Scotland, there were some intriguing Americans passing the block.

The obligatory Mustang was there, of course, hammering at £19,500, whilst a rather handsome 2008 Crown Victoria black'n'white cop car went for just £6,950. A pleasant-looking mid-sixties Ford F100 fleetside in gold and cream with a 390-cube FE went for £6,900, but some of the most interesting of the

bunch didn't find buyers. An older Crown Vic in Police livery failed to sell, as did a rather lovely bathtub Packard and, my favourite, an Oldsmobile Starfire just begging to be put on the strip as a seventies Pro Stock rep... Damn. Their next classic sale is on November 21st, so see [www.morrisleslie.com](http://www.morrisleslie.com) for details.



## Italian Suit, American Muscle

At Silverstone Auctions' high-end sale at Blenheim Palace's Salon Prive in early September, there were a couple of interesting Italian-Americans.

One of them was a stunning 1968 Iso Grifo, rare enough as it is, but this one was the 1968 Earls Court Motor Show car, one of just four ever built in right-hand drive with the thumping Chevy big-block. This one had a Knight Racing-built 454 giving 490bhp and a Tremec TKO600 five-speed manual, a great deal of history, is achingly beautiful and probably frighteningly fast. Unfortunately, it didn't reach its quarter-million pound estimate. The other was a 1971

De Tomaso Pantera 'Pulsante', a rather evocative name, although 'pulsante' refers to the push-button door handles. Not only is it a beauty with its original spec and mid-mounted 351-cube Ford V8, it's also a star. The first owner, a policeman in Hawaii, lent it to another Hawaiian policeman... Steve McGarrett. Yes, it starred in one episode of the fifth series of Hawaii Five-O! It also didn't sell. See [www.silverstoneauctions.co.uk](http://www.silverstoneauctions.co.uk) for details.



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# THE **BIG** PICTURE





# 2016 Ford Mustang California Special

Back in 1968, Californians bought 20% of America's Mustangs, so the Cali Ford dealerships asked for their own special edition using some of the styling cues on Shelby's "Little Red" prototype. They got the late-1968 Mustang GT/CS, but beneath the styling stick-ons, most were plain two-barrel 289s. The California Special is back for 2016 - right about now, in fact - but whilst the package is still mostly stick-ons, it's only available on the top-level 5.0 V8-powered GT.

## GET IN TOUCH

*Would you rather cruise the PCH in this, or the 1968 original?*

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# letters

WHAT YOU'VE GOT TO SAY ON ALL THINGS AMERICAN CAR



Dear ACM,

I just had to email you and say how much I enjoyed reading the 'Editor's letter' in the latest magazine (October 2015). It is the same in our home - decisions, decisions, which of the car shows shall we watch today? Some are good and some are bad but nevertheless still very entertaining. The magazine arrived in Saturday's post - I needed cheering up, if that's the right comment to make. We had spent the day with our F100 on display at Shoreham Airshow, which meant we had witnessed the dreadful tragedy that occurred when the Hawker Hunter went down. It was such a shock after what started out as a great day with a fantastic display of motors and some wonderful aircraft. They put the airfield in lockdown, so no movement in or out, and blocked the mobile network so we couldn't send or receive messages. We eventually arrived home after 11pm after preparing ourselves to stay overnight in the truck (we only live about an hour's drive from Shoreham) and it was impossible to sleep, therefore I had a read of the mag. I was pleasantly surprised to see a photo of our '66 Fairlane Squire wagon amongst Darren's photos at Hayling Reunion, and we are taking part in Goodwood Revival with it in September! Keep writing such interesting comments - your page is always the first I turn to.

I can only finish by saying our thoughts are with all the families and friends of the people injured and killed in the dreadful accident at Shoreham. It was not something we expected to witness - we had attended on both days last year, taking the truck on the Sunday and the woody on the Saturday. We had such a brilliant weekend last year and were really looking forward to a repeat this year. So sad.

Marge Dowling, via email



*Definitely a tragedy, and coming so hot on the heels of the similar tragedy at CarFest North, it has certainly not been a good year for the air/car show in general. I'd like to add my thoughts to yours, Marge, for the families and friends of the victims, and also anyone else affected by this devastating accident. DS, ACM*



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# HUGGER





# HOODIE

This Cruise Muscle Chevelle is urban street brawler  
and sensible street machine wrapped up in one.

**Words:** Dave Smith **Photography:** Matt Woods







**I**t comes to something when a small-block '70 Chevelle can be classed as a sensible car. It's all relative, I suppose - if your other cars include a Pro Touring big-block Chevelle and a mighty SP/ET race car, then yes, a 5.7-litre stocker does start to look like quite a rational choice. What it does prove is that sensible does not necessarily equal dull, and a nice Cruise Muscle machine like this can tick all the boxes except the one marked 'bankruptcy'.

For many, the '68-'72 Chevelle was the perfect muscle car shape (above). Simon agrees, and it's hard to argue with that. The car didn't look this nice when he picked it up, and Simon was unsure about the deal until he spotted that number plate (top centre)! The car has been dropped all round, but bigger rims give it that stance (right)

This '70 Chevelle Malibu is owned by Simon Gough, a demolition contractor from Essex who knows a thing or two about muscle cars and whose name will be familiar to anyone who spends much time at the strip. "Everyone loves Camaros," says Simon. "I've had a '69, and my last race car was a '68, but it's the shape of the Chevelle that really attracts me. It's like Chevrolet took all the best bits of the Nova and Camaro and made the perfect muscle car. I used to have four Chevelles; I'm down to two now. →

**"It's like Chevrolet took all the best bits of the Nova and Camaro and made the perfect muscle car"**





## OCD at OCS

We spoke with Nick Williams at OCS about the work he'd done on this car. "It came to us just for paint," says Nick, "but it ended up having a full rebuild. The engine and 'box came out, and went over to Dan at Williams Bros for a rebuild. It was pretty good internally, but leaked everywhere, so it was rebuilt as stock with new gaskets, a couple of bolt-ons and a full detailing. Dan rebuilt the transmission, too - again, a stock TH350.

"The body had had some poor repair work done, and a load of filler in the rear quarters and back panel, so we repaired all the metalwork and adjusted all the panel gaps. Simon wanted Hugger orange, and sketched the design of the stripes himself, so Ashley sprayed it, then lacquered out the stripes to make sure there's no ridge at the join. It's all done in paint, by eye - not vinyl stickers! The vinyl roof is the original one, we just lifted the edges as required and then re-laid it afterwards. We fitted a stock new interior from the States, but the rest of the trim was pretty good. Simon supplied the Ridler wheels, and we fitted two-inch lowered springs on the back and two-inch dropped spindles on the front to bring it down. It should be coming back over winter for a full Flowmaster system, headers and pipes."

**THANKS TO:**  
Nick at OCS Paint,  
07572 096920,  
[www.ocspaint.com](http://www.ocspaint.com)





"I bought this about two years ago from a guy up Lancashire way. I wanted it as a daily runaround but it wasn't all it seemed - it had oil leaks, broken studs and a horrible, scabby yellow paint job; it needed the lot. I'd been to look at it, and wasn't convinced at all until I saw the number plate - that's what really sold it to me! Nick at OCS does all my paintwork, so I spoke to him about it, he looked at it, and said 'Get it over to

me and we'll sort it.' He's worked on lots of my cars and knows what I like. So, one day in October 2013, I dropped the car off to him. Three weeks later he sent me pictures of the car stripped right down. Three weeks after that he sent me pictures of the car in paint, then three weeks later pictures of it on its wheels... Great stuff! Then, in February 2014, he just called and said 'Come and pick it up!' →

**"I wanted it as a daily runaround but it wasn't all it seemed"**

Simon took it to OCS who asked him what he wanted - he said Hugger Orange and sketched out an idea for a side stripe. This is what he got (below). The interior is another stock rebuild (far right), note the original basket-handle shifter. Black Ridler five-spokes with polished rims really work with this car (left).

## Tech Spec

### 1970 Chevrolet Chevelle Malibu

350ci V8

Stock internals, rebuilt by Dan at Williams Bros

Edelbrock Performer intake manifold

Edelbrock 600cfm electric choke carburettor

MSD HEI distributor

TH350 auto transmission

Stock rebuild by Dan at Williams Bros

2" lower rear coil springs

2" dropped spindles, front

Ridler five-spoke wheels, 17" front, 18" rear

Hugger Orange, black stripes, paint by Ashley at OCS







**“Then he sent me pictures of the finished car. I just had to drop everything and go and collect it!”**







## “I deliberately didn't go mental with this one; that's what the other one's being built for”

“I was so busy at work that I really didn't have time to go and pick it up, but then he sent me pictures of the finished car. I just had to drop everything and go and collect it! It was jaw-dropping, so much so that I didn't want to drive it. I was so busy that I didn't have time to enjoy it last year, so I just put it in the garage and left it there.

“I now have this Chevelle, my other Chevelle which Nick and the guys are building now, a '61 Ford F100 on AirRide, a Boss truck and the race Camaro, but between them they hardly get used. You work hard to earn the money, but that doesn't leave you

time to enjoy the toys you've worked so hard to afford. I've managed to bring it out a lot more this year, just taking a day out, going to see friends and such. It's totally street; I wouldn't take it up the track, but just cruising around town I get 25mpg. I deliberately didn't go mental with this one; that's what the other one's being built for. I could use this one every day if I wanted to. I've got no more plans for this one, other than to keep it as is and drive it whenever we get the chance. The wife and I go out in it for a couple of hours when we can, then put it back, that's it.” **ACM**



That's Simon's spectacular SP/ET Camaro hiding in the background (above) - a turn-key Stateside build, tailor-made for him. Both cars were painted by OCS. Nick Williams is the gaffer at OCS Paint, Ashley does the painting, and right next door is Dan Williams at Williams Bros who does the engine and transmission work! It's a cool set-up. Simon was overwhelmed by this car when he first saw it, but now he can even be persuaded to drive it in the rain (left). Those satin stripes are painted on - they're not cut vinyl. This Chevelle has got Cruise Muscle all over it.

## Fighters Gonna Fight

You may have clocked another of Simon's American rides in the background, although this one is a little way from streetable... This one's his SP/ET Camaro, designed to run in the 6.00-8.99 Super Pro ET class. It's a fibreglass 2012 Camaro-based body on a full tube chassis, built by Woody Mays at Alston's in Illinois, and which came to Simon as a turn-key, finished build.

“It's tagged to 750, and came with a 582 big-block Chevy with carbs from Tony Morris at BLP, and Hughes Powerglide. It was built for me, and I had to go over there early in 2012 to be fitted for a seat, have the steering wheel and shifter positioned for me, and so on. Then I had to go back out in June 2012 to spend a couple of days testing at Great Lakes Dragway, north of Chicago. We did a few practice launches to 60 feet, then 330 feet, then eventually a couple of full passes at 8.44 seconds. I shipped it home and debuted it at the 2012 European Finals.

“The paint was also done by Nick at OCS, whilst Neil Melliard at ProSign airbrushed all the lights and trim. Since then, there have been lots of updates, including having the engine built by Jeff Bull, and adding RacePak telemetry. We've had lots of support from Jeff Bull, plus sponsors Opie Oils, LAS Motorhomes, NGK spark plugs, and K&N who supplied us with the Pro Stock air filter, the only one in the UK.

“I was leading the SP/ET 2015 Championship going into this year's Euro Finals, but then I red-lit in the second round. S\*\*t happens, I suppose. I'm still leading the class by 450 points going into the National Finals at the end of September, so I'm still hopeful. Drag racing is great - for six months of the year, you get to meet the other half of your family!”





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# DISPOS

This mild kustom '57 Plymouth narrowly avoided a Christine-ing.

**Words:** Dave Smith **Photography:** Matt Woods





# ASSESSED







**M**ovie cars are great, aren't they? We all love 'em, but sometimes it can blind us to the fact that there are many, many other ways of doing things. For a start, I think there are now quite enough dark green '67 and '68 Mustang fastbacks in the UK. Likewise General Lee replicas - they look superb, but you could paint a Lincoln Continental orange with a Confederate flag on the roof and that'd be good enough for most of the general public. Sometimes, you've got to look around the edges.

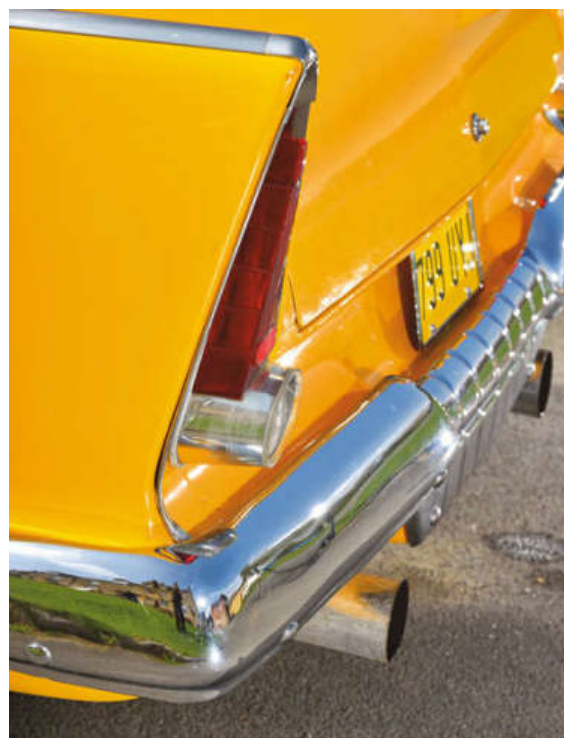
Like this handsome '57 Plymouth, for instance. The new '57 Plymouths were a real departure for the brand, bang up to date and very stylish, a leap forward in design. However, they

were still a bargain-basement brand, and in their haste to look futuristic, development and quality control suffered. This Savoy hardtop may have been spectacular in 1957, but a few years later they were forgotten cars. Forgotten, that is, until 1983 when Stephen King published the novel *Christine*, rapidly followed by John Carpenter's movie adaptation. Christine herself was a '58 Fury, a rather rare model, but suddenly any Exner Plymouth was fair game and they began to be saved. The book was okay, and the movie was watchable (notwithstanding the number of classic Plymouths wrecked during production), but the movie car replica game was afoot. There have been

Red with a white roof is great ... but this version is totally unique (above). With a pillarless coupe roofline and handsome Exner fins, it's perfect for a cool kustom without any reference to any Stephen King novels. Peep mirrors (right) look cool but are probably pretty useless. Note the heavy tint on the windows - important in Arizona when you have no air conditioning.







**“I’m glad we didn’t as the ‘57 has no air conditioning and it was bloody hot!”**



many; some good, some bad, but now, when you see a ‘57 or ‘58 Plymouth, chances are you’ll think ‘Christine’.

Christine may have been possessed, but this particular Plymouth is in the possession of Ozzie and Tracy Summerhill, in the Cotswolds. And they bought it almost by accident. “Last year, the family flew out to the States and we drove Route 66,” says Ozzie. I have two ‘57 Chevys, and we had planned to ship our ‘57 station wagon out there to do the trip in, but we couldn’t sort out the insurance. As it happened, I’m glad we didn’t as the ‘57 has no air conditioning and it was bloody hot! So we did the trip in a hire car.

Chrome smoothies (top) are simple, stylish rolling stock, but will require de-salting over winter! Those fins and rear lights (above) certainly have a whiff of the contemporary ‘57 Chevy about them. Massive eyebrows over the front lights (left) add to the sinister appearance. The following year saw proper twin headlamps in place of the inner parking lights.

“We had planned to buy two cars while we were out there and ship them home, one to keep and one to sell to help defray the costs – we were out there for six weeks. We drove from Chicago down to Kingman, Arizona, and rented a house there for the last fortnight. We didn’t want to do the last stretch and sit in California traffic with the kids; we might do that bit once the kids have left home!

“Tracy is a big fan of Christine, and always wanted a Plymouth, though hand on heart, I wanted to buy a ‘32 Ford... I was flicking through the local ads paper in Kingman and saw this Plymouth for sale, so I called from the payphone. It was a long-distance call – I didn’t understand how, when we →



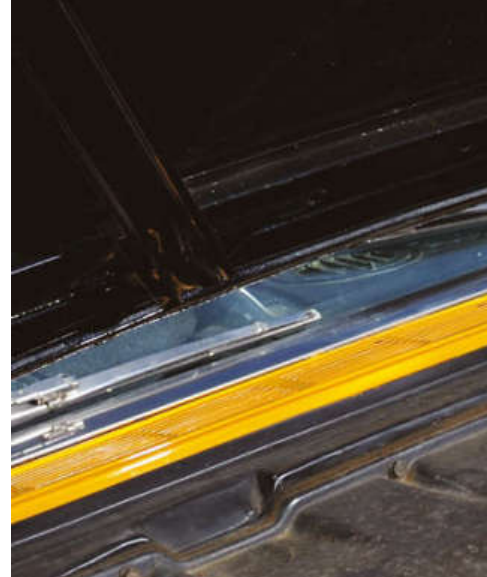
were in the same State! The car was owned by Don McElheney, and he lived in Phoenix, so I drove two and a half hours through the desert to look at it. I looked it over, and shook his hand on it there and then. I didn't leave a deposit, but fortunately he trusted me to send him the money when I got home to the

**"I drove two and a half hours through the desert to look at it"**

UK, then I arranged a truck to collect it and trusted him to send the car! I arranged all the shipping, and it took 10 weeks to get here, including changing boats in the Panama Canal.

"Don had restored and modified the car six years ago, including shaving the door handles, but he hadn't fitted door poppers - he just left the windows open. He reckoned that the car had seen rain maybe a dozen times in its life... until it got to the UK, of course. It's still yet to go around the clock, and I'm hoping Don will be able to send some of the car's history.

That's Ozzie (below) checking his "How cool is your car?" app - yes, still off the charts. The original dash insert is still in place (bottom centre), but the space that would have once housed the gearshift push-buttons - to the left of the dash behind that colour-coded steering wheel - is now home to a small rev counter.







## **“It would have been a push-button shift, but where the buttons would have been there's now a rev counter”**

1957 was the first year for the 318-cube 'Poly' A V8 (above). Hop-up guys will turn their noses up at it, favouring the later LA V8s, but as original equipment it's a cool Cruise Muscle powerplant for a car like this and makes all the right noises. It's a stock motor apart from a rare Weiand intake manifold and Edelbrock carburettor (left)

“Don did the bodywork and shaved all of the trim, and put it on chrome smoothie wheels. He rebuilt the original 318 Poly V8 and 727 box, and fitted a floor-shifter – it would have been a push-button shift, but where the buttons would have been there's now a rev counter. The floor shifter is a bit ugly, so I may ask Chris at Custom Coach Trimming to make a console to hide it and perhaps install some 12v sockets and USB points inside. It has straight-through exhausts, so it has a burble, but it's not too loud, quieter than the Chevys. It has single-circuit, non-assisted drum brakes, so you have to put some pressure on the pedal, but it stops straight and surprisingly quickly. Likewise, there's no power

steering, but it's one-finger light and doesn't wander. The Savoy was the middle trim level, so it didn't have much as standard. There's no air conditioning, either, hence the mad window tints to deal with the Arizona sunshine!

“It landed in the UK two weeks before last Christmas, where Dusty at Lohrspeed collected it and delivered it to us. When he dropped it off to us, it looked even better than it had in Arizona. It flew through the registration process, and we had number plates on it and were driving it by Christmas. The plan had been to paint it red with a white roof and make it a Christine clone, but the colour scheme has grown on us and now Tracy doesn't want to mess with it. →





"We've not had to do anything to it other than put the plates on it and fill it with fuel. If I'm not in the works van I'm in the Plymouth or one of the Chevys - I don't have a 'daily' car. It's truly fantastic to drive, like a brand-new car. Arizona doesn't really have an MoT test so I took it to Kiwi's garage down in Swindon and he put it up on the ramps and we inspected the underneath. There was no rust at all, though it did need a couple of steering arm bushes replacing so that's been done. Now it drives nicer than the '57 Chevys, no doubt about it. Tracy was diagnosed with MS back in 2012, hence we went in search of our dream cars. She's driven it a few times, but she's not that comfortable with left-hand drive and drum brakes so it's mostly me that drives it.

"We don't have any plans for it at the moment other than to drive it and enjoy it. If we take the Chevys to shows, there's always a row of other Chevys, but rarely any other Plymouths. I can only remember seeing one other, a blue four-door. When it was first imported, I got talking to Roger Butterworth who had a white one when he was 18, but sadly he died before he ever got to see this one. I'm trying to source the chrome trim for the sides, just so I'll have them if I ever want to refit them, but there are no other changes planned - no more messing, I'll just leave it as it is. Over winter I'll have a full underside rustproofing done. It lives in a garage, but I'm not precious about it and will take it out whatever the weather." **ACM**

That's Ozzie, handing the keys over to Tracy (right). Well, it is her dream car and he already has plenty of toys to play with!

Thanks to The Bell Inn, Willersley, Herefordshire, for the location (above). Could you think of a better ride for cruising to the pub at the weekend?

**"There's always a row of other Chevys, but rarely any other Plymouths"**





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# Hay, Ho, Let's Go

Andy Davis headed to Bisley at the end of July for the fifties-fest that is the Hot Rod Hayride.

Words & photography: Andy Davis

This year's Hotrod Hayride consisted of a decent Saturday sandwiched between two relentlessly wet days, but as one of the most hotly anticipated events of the year, there was no way the weather was going to stop participants enjoying it.

Drivers of leaky jalopies with inadequate wipers arrived on Friday thanking the Lord for Rain-X. Unpacking their camping gear, they looked enviously at those who had paid extra for Hi-De-Hi chalets and cabins, but once the tents were up, people got out the beers, found some shelter and caught up with old friends. At least the evening entertainment was unaffected, with the usual live

bands, a hillbilly and bluegrass bar and burlesque show, and there was some respite from the rain, allowing people to spill out of the function room and hang out around the cars already power-parked in front of the pavilion.

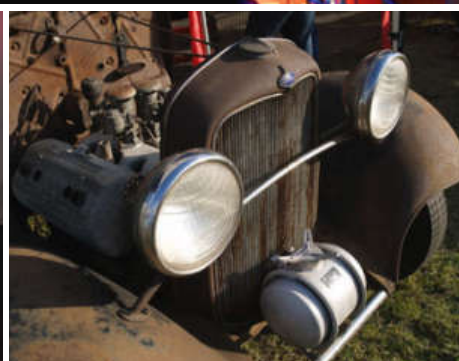
Saturday's weather was far better, so with a borrowed sat-nav I took a ride out to Tongham Motor Club's dirt oval some 45 minutes away. The place is usually a dust bowl, but this time cars were throwing up clods of earth as they slid around the muddy racing line. Vintage stock cars put on a couple of great races, and run-what-ya-brung punters were paired up for three-lap sprints, starting opposite each other like in cycle pursuit races, →















the eventual finalists racing for a prize of Stromberg carbs. The car park was rammed, and to give an idea of how many made the 50-mile round trip, every one of the 500 "Detonators Dust-up" stickers were sold!

The early evening atmosphere around the pavilion area is always a highlight, as everyone gathers to chill out whilst cool cars from all over Europe sweep in and out of the show field and pick-ups cruise the site, their beds full of revellers and would-be pin-up models. Barriers around the central area ensure only billet-free pre-66 stuff gets through, ensuring the retro feel is maintained.

The highlight of Saturday night was a stonking set from everybody's new favourite band The Delta Bombers. Everyone I spoke to thought the US combo were excellent, and they seemed to be sound blokes as well,

spending the whole day checking out the event and shovelling down chips in the cafe. A tough act to follow, although British band The Revs put up a good showing prior to the early hours burlesque turn.

I managed to blag a dry chalet bed for Saturday night (thanks to the Originals car club) and man, was I glad when I saw the weather Sunday morning. Faced with the misery of packing up in heavy rain, many opted to get it over and done with and hit the road early, but despite the weather this was once again a thoroughly enjoyable event. I did, though, come away with the impression that the Hayride is attracting a more mainstream crowd these days, with less of the hardcore rockin' music fans in attendance. No matter - when it comes to retro lifestyle events, the Hayride is still the one to beat. **ACM**





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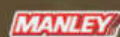
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# Vacational Training

**The Can-Am crew took a busman's holiday in Devon in July, and ended up starting what could become the holiday weekend of the year!**

**Words & photography:** Terry Pittaway

Weekend car events can be a great way for hobby car owners, and enthusiasts alike, to enjoy their cars. Many established and regular weekenders will always be 'great'; some are spectacular! Then every so often, one will come along that seems to transcend expectation. A show with that little something extra. A show with the 'X' factor!

The Can-Am Car Club's Independence Day Weekender, in association with Cofton Holidays, gave us exactly that. An American and classic car event that was memorable in so many ways. It somehow captured all that is good and meaningful in hobby car ownership, and then shared that with the many hundreds of people visiting that weekend. Truly special!

Cofton Holiday Park is located just outside the charming seaside town of

Dawlish, in Devon; a privately-owned business that has been in the same family for decades. A couple of years ago the owners, with an interest in classic cars themselves, discussed the idea of holding a classic car event at the site as a one-day meeting. In October of the following year, planning turned into fruition, and the first Cofton Classic Car event was held.

At around that same time, the committee and support team of Can-Am had been looking at the feasibility of a weekend event somewhere. Following a very successful Canamania that season, it seemed a prudent move, although with so much involved, it was always going to prove challenging. As luck would have it, Can-Am's Keith and Denise Bloomfield attended that first ever Cofton Car Show.

It was there that they met Cofton's

Jacqui Huxham and Helen Scott, one of the holiday park owners. Discussions turned to how the event might be improved, and Jacqui appreciated Keith and Denise sharing their expertise in such matters. From those early discussions came further meetings, and soon, Keith and Denise found what looked to be the perfect match for progressing Can-Am's 'weekender' ambitions, with Cofton's design on a bigger and better show for the following year. The Cofton/Can-Am Independence Day Classic Car Show had been born!

Several Can-Amers chose to make a holiday out of the event, and booked either a week or a long weekend based around the Independence Day show. With special rates for accommodation and camping for Can-Am members, that seemed a very popular choice.

The lead-up to the weekend was full →





of anticipation, as Keith and Denise oversaw the arrival of products and services, all specially brought in for the event. The quiet of the afternoon was occasionally interrupted by the distinct rumble of V8, and as nightfall came, car owners mixed with holidaymakers at the various bars and eateries at Cofton for a relaxing evening. Eventually, some made their way to the 'Disco Bar' area, whilst others turned their thoughts to an early night and considered what might be in store for the days ahead.

Friday started early with a meeting on the show field. Greeting us was the most enormous marquee, which the fun-loving Can-Am team went about dressing for the occasion. Bunting, flags and decoration of all sorts decked the marquee, and soon it started looking rather welcoming. As the team cheerfully worked away on the show field, more of that V8 thunder could be heard as car owners began to arrive on site. Even being some distance from the main entrance, the deep echoes sent a tingle of excitement. The show had begun...

Friday afternoon was all about setting up, and receiving cars. The show field was a hive of activity, with barrels of beer being prepared, bars set up, barbecues and burners made ready, and stages being set by the Cofton team. As static caravans became occupied by American car owners, the narrow streets outside took on a look of American suburbia, with rows of Yanks parked outside single-storey

dwelling. Come 5pm, the show was officially opened. It seemed to take a while for the holidaymakers to realise what was happening, but when they did they were really quite excited, and full of enthusiasm.

A mixture of live and recorded music filled the air, together with the smell of freshly prepared food. Wine by the bottle, fine ales and local draft ciders were all on offer, all of which set the mood for the evening. As day turned to night, live performances of Rock'n'Roll favourites filled the marquee, now quite full. There was dancing on the main stage, dancing outside too around the picnic tables, and people having a great time wherever you looked. And as night picked out the twinkling festival lamps reflecting in the chrome of the American cars, one could be forgiven for thinking that this could easily have been an American movie set. All too soon the evening came to an end. It had been a fantastic first day with some 350+ people on the show field, joining in with the fun and festivities. Could it get better?

Saturday, July 4th, Independence Day afternoon was all about the cruise out from Cofton, taking in Teignmouth, Dawlish, and parking up at Dawlish Warren Nature Reserve. Cars gathered on the Cofton show field expectantly, as the sun complemented all the cleaning that had obviously taken place in readiness for the gathering. All the cars looked beautiful, and were splendidly turned out.

From the outset the marshalling,

laid on by Cofton Holidays, was first class, especially impressive as this was their first time at cruise control! There were bodies in hi-vis jackets at all the major junctions, seeing us through built up areas, and directing where needed. In all, we were 42 cars strong, quite a sight as we wound our way through the small villages and coastal routes, heading towards Dawlish.

Wherever there were people, we were met with smiles, waves and cheers. People 'high-fived' us at junctions, shouting approvingly as the convoy snaked its way through town. As cruises go, this was a great one. Special arrangements had been made with local authorities for us to park up at Dawlish Warren Nature Reserve, a lovely place, right on the coast, with spectacular views out to sea and with a funfair backdrop. Upon arrival we were met by our marshals, who parked us up neatly for public viewing and stayed with the cars as drivers enjoyed the seaside facilities at The Warren. The nature reserve area very quickly filled with people, anxious to get a better look at the parade, and soon there were hundreds milling about enjoying the cars, the sunshine, the seaside, and one another.

The return cruise to Cofton, full of more waves and smiles, brought to an end our three hour excursion. What a fabulous way to enjoy and share our hobby this day had been. Some car owners said it was the best cruise they'd ever been a part of. Craig of Devon Cruisers, and Can-Am member Alan Braund, did a fabulous job of







laying out the route and making all the arrangements for the cruise, as well as leading the pack. So well done, and our thanks to all involved.

Saturday evening was Cowboy/Gal night up at the show field. If Friday evening could be likened to a clip from an American movie, then this evening was like a Wild West stage show! Scores of people had come in full Western and cowboy style dress; a sight to behold, as once again the cars gathered in formation outside the marquee. News of Saturday's plans spread throughout the holiday park. This was an event to be shared, and as the numbers grew and grew, it became apparent that many had chosen to do just that... An estimated 600 people joined us that Saturday evening.

The enthusiastic live band, Twenty Flight Rock, played the night away, with a wide repertoire that everyone

seemed to thoroughly enjoy. Dancing spilled over from the main stage area into the aisles and sidings, as well as outside, and as the midnight curfew drew the party to a close, it seemed many would have been happy to carry on into the wee small hours.

Sunday was the main car show event. Eighty-odd cars made an appearance, arriving on the show field from early morning. Overnight had seen the arrival of the Bucking Bronco challenge, the inflatable Sumo Wrestling, and the huge bouncy castle activity complex. As the morning went on, a small team of entertainers arranged children's games, later joined by a wandering table-top magician, and Uncle-Sam-On-Stilts! This car show was now a full-on family fun day too, with one complementing the other perfectly. There were a number of 'pop-up' stalls selling items of nostalgia, as well a hat stall, clothing, ➔





car cleaning products and car memorabilia stalls, all of which added to the variety of the day.

The standard of car on show was very high, with a good representation across the decades from the forties to current models, and the vast majority on display were American, with just a handful of British marques attending. A brace of WW2 Willys Jeeps held station at the entrance of the marquee, whilst visitors pored over each of the cars on show in detail. There was genuine interest and respect from the visiting crowds, with car owners happily discussing all aspects of their car, and our hobby in general. We even had a GMC Dayvan in the line-up all the way from Holland!

Mr and Mrs Holland and family from Ireland, holidaying there for the week, explained that they had no idea the show was on, but the Friday, Saturday and Sunday spent with us up on the show field was "the highlight of their holiday" - high praise indeed, and a feeling generally shared by the visitors, it seems.

The whole event seemed to be buzzing. There was music, interviews with car owners, kids enjoying the fun and games, and adults falling off the

Bucking Bronco left, right and centre. Others just lay on the grass enjoying the ambiance and sunshine. It's estimated that as many as 850 people joined us on the show field on Sunday, which turned out to be a hugely enjoyable family motoring event.

The finale of the show was the prize-giving. This formality brought the show to a close, although it did linger on for many hours after, such was the enjoyment of the day. There were four trophy categories: Best of Show went to Gary Wray's '55 Chevy pick-up; Runner-up was Steve Hunt's '67 Pontiac Bonneville; Best Non-American was Lewis Haley's Mini, and the prestigious 'People's Choice' award was given to Terry Pittway's Chevrolet Caprice.

It's the holidaymakers of Cofton, and the car-loving public in general, that we car-owners thank. Without your interest and appreciation of our hobby and cars, there would be no show. So thank you one and all for making this, our first ever Can-Am weekender, a show of nearly 2,000 persons in attendance, a massively enjoyable event. See you next year, at what is sure to become one of the south's premiere classic and American motor events. **ACM**

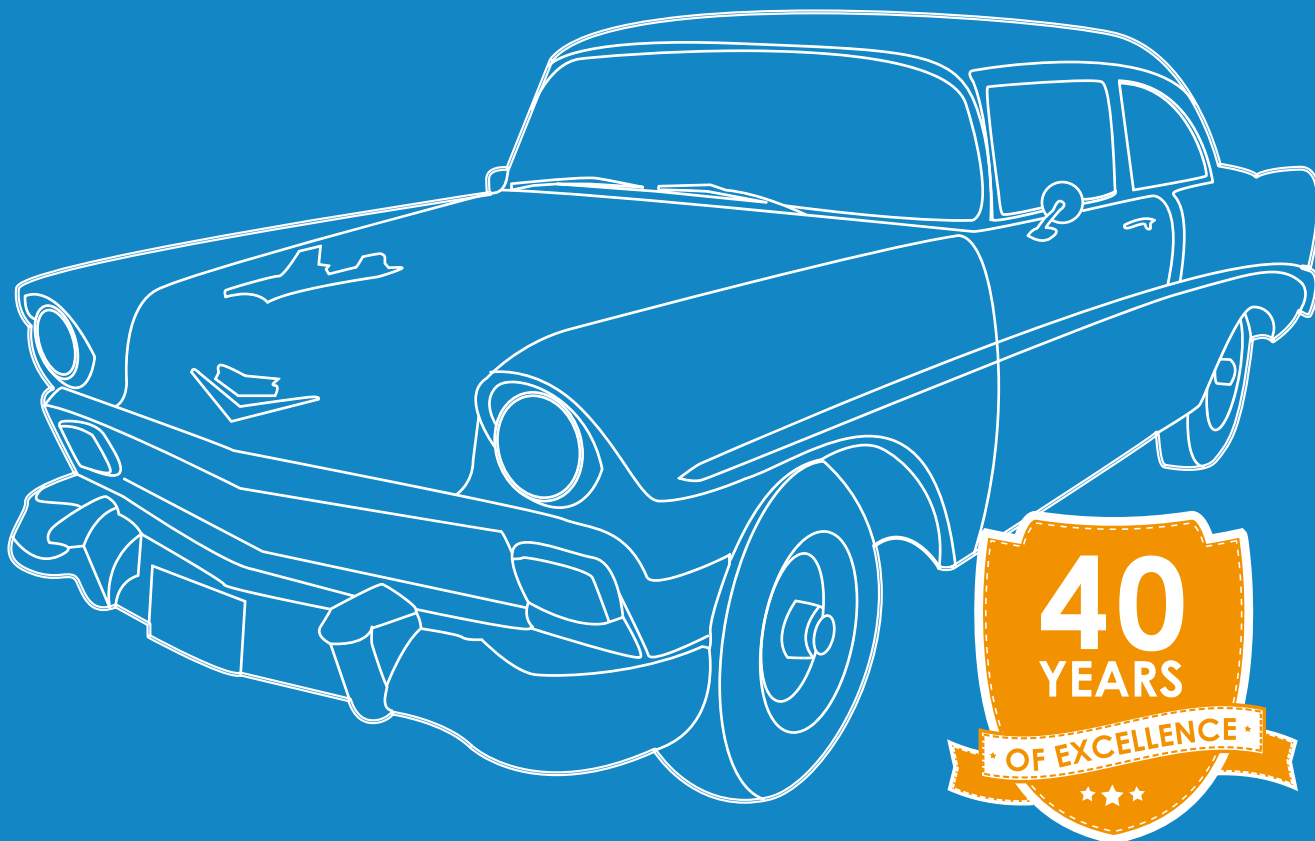


## STOP PRESS

It has been confirmed that the Can-Am Club's Independence Day Weekend will be back at Cofton Country Holidays in Devon over the weekend of July 1st to 3rd, 2016! If you thought this year's event was good, then boy, have they got a cracker planned for next year!



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# A Little Bit Country

The AACUK's Hatton Country World show suffered from a very British summer.

Words & photography: Dave Smith

Back at the tail-end of flaming June, at the peak of Britain's all-too-brief summertime, the American Auto Club UK held their Summer Nationals show at Hatton Country World in Warwickshire. It's a weekender, but the main show day is the Sunday, so I headed along.

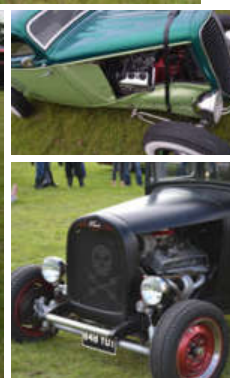
The venue is excellent, with a lovely show field immediately outside the venue which offers food and facilities, plus plenty to do for those less inclined towards looking at a field full of cars. It should have been a great day, but the only thing lacking from

this Summer Nationals was ... summer. It was a cool, grey day with a wind that delighted in trying to uproot the little marquees of the handful of traders. Clearly many had woken up that morning, twitched the curtains, taken one look at the weather and decided that a lie-in might be called for. A shame, but I could see their point.

Whilst the show was distinctly underwhelmed with participants, it was far from empty and there was still plenty to see. Aside from the usual spread of American cars and trucks of all ages and conditions,







there were history buffs re-enacting scenes from the pioneer west, who are always worth chatting to, along with club turnouts from the likes of the Cadillac club. One club who had a very reasonable turnout was the Astro/Safari Club, an online forum club for fans of GM's mid-size vans and dayvans, and the Astrafarians were out in force.

Favourite cars on the field for me were a painfully clean '69 Mustang, and a mid-seventies Firebird resplendent in red that reminded me just how much I love second-gen F-bodies. Richard Jackson was along

with both his cars; the Chevelle that starred in our August issue and the Plymouth that will be starring in a forthcoming issue this winter, and both picked up pots.

All in all, it was a decent event hobbled by the good old British weather; it wasn't the first this year to suffer that fate, and I expect it won't be the last. If you're very, very quick off the mark you might catch the AACUK's Autumn Nationals at Drayton Manor Park, near Tamworth, on September 18th-20th, and we hope they have better luck there. See [www.american-auto-club.co.uk](http://www.american-auto-club.co.uk) for details. **ACM**



# North Stars

**You think the Scots will let a bit o' damp spoil their Hot Rod Hootenanny?**

**Words & photography:** Martin Drake

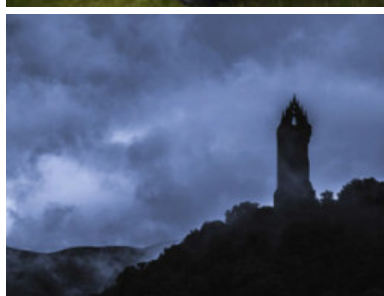
Deep across the border in Scotland is a town called Stirling and, in amongst all the attractions of the area, this once sleepy place slowly began to develop a small sound. It started out like a small bumble bee flying around from plant to plant but as the days passed by this single bee started to sound like a swarm, then, on the weekend of July 17th-19th, the swarm turned into a whole convoy of V8s. This sleepy town just woke up to the rumble of the Phantoms' Hootenanny.

People slowly arrived at Stirling Rugby Club, the venue for the weekend of fun and frolics. Unfortunately, as normal, Mother Nature had an idea of her own and decided to come along for the weekend, too... The Phantoms set a massive marquee up on the Thursday night so the cheese and wine could be laid out for all to enjoy on Saturday night, but Mother Nature must have had indigestion that day; she promptly picked up the marquee at 1.30 Saturday morning and threw it at the floodlight for us. Needless to say the marquee was a tad shorter and not as high as it was before so the cheese and wine was put on hold for this year.

Unfortunately the Highland Games were also cancelled due to a massive

downpour just beforehand, but no matter what was thrown at this show it was one of the best I have ever been to, with a hot rod quiz in the bar on Friday night and the live band Hotrod Sinners long into Saturday night, along with a free burger late at night cooked up by the Phantoms BBQ.

This is the sort of show weekend that you used to go to eons ago, where if you got more than two tents or caravans past yours you were guaranteed to bump into someone you knew or just get talking to the person camped next to you about their car or the pure passion of our scene. Whether you turned up in a '32 Ford or a V-Dub, across the scale it's all the same and the weekend is a blast from start to finish. One bonus of the weekend was that Mother Nature must have felt guilty for destroying the marquee and the sun popped its head out all day Sunday giving us a nice day for the public to come along and see what it was all about. With the show field filling up, the Hotrod Sinners playing outside the bar, traders to part you from your hard-earned cash and a show field filled with some of the best American and custom cars in Scotland, this is one weekend that you cannot miss out on. **ACM**









# Grand Slam

The south's wheels head to North Weald for the Damn Yankees' annual one-dayer.

Words & photography: Andy Willsheer

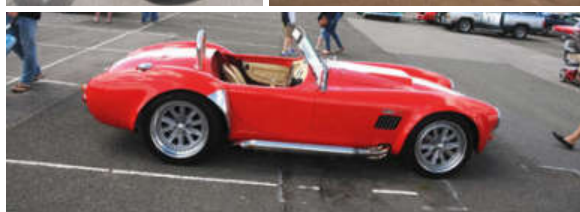
The Damn Yankees' annual Sabbath gathering has, over the past three decades, become a favourite one-day outing for enthusiasts of American automotive marques. This July's Summer Slam went off rather well in spite of a dire weather forecast earlier in the week, starting with a lengthy traffic queue to gain admittance to the event that's called North Weald Airfield home since the turn of the millennium. It must have been gratifying for the club to see a bumper turnout from ubiquitous show'n'shine entrants as well as those who rolled through the gate as part of the supporting club displays and, importantly, eager Joe Public, all desirous of a laid-back day in the sun that duly transpired to be exactly that, the pluvial factor being welcomingly conspicuous by its absence.

A number of US military personnel here in the UK on three-year deployment terms courtesy of Uncle Sam came along and, with some of their number taking their rides into the main arena for a lunch break grilling by jocular commentator John Price, it transpired that this was the first time that the Yankees had played host to this select band of servicemen. Other highlights of the occasion that encompassed a group of bikers from the Invicta Chapter UK Harley Owners' Group, a goodly gathering of other two-wheel aficionados and support from other American car clubs, included a trio of quarter-mile machines - the Essex-domiciled Draper Bros with their Alky Altered, Belinda Bull and the Chevy S10 pickup that acts as a rather impressive mobile billboard for husband's Jeff Bull Race Engines business, plus John Dewey's Lenco-equipped nine-second street'n'strip '57 Chevy Bel Air - that were wheeled into the central arena

and fired up to impress onlookers pressed up against the safety barriers. Tony Betts (he of the winsome twosome Viper-engined '55 Chevy and Hemi-powered seven-second '34 Ford three-window nostalgia strip star featured together in the July issue of American Car) brought in a Ford Bronco and endeavoured to make a burnout sans working line lock and failed miserably. Oh well, with a pledge to bring the '34 next year, the noisy lunchtime interlude, er, sounds to be off to a promising start.

The pleasantly warm proceedings were well augmented by a passel of trade stands peddling an assortment of parts and pieces, stalls offering sustenance and beverages, some creative face painting for the younger visitors and - a favourite with the adults - a mobile bar that was almost drained dry by the time the event was concluded. The customary trophy awards were doled out mid-afternoon, leaving attendees ample opportunity to stick around for a while afterwards and shoot the breeze, listen to nostalgic notes from live band The Reflections or take a leisurely ride home.

Next year marks the show's 30th anniversary, at which time chairman Gary Hall will likely announce his intention to retire, just like he did after the 25th. This dubious declaration should again be howled down by everyone who looks forward to the annual get-together, if only because he and his handful of volunteers always put in an exemplary effort in making the club's prime fundraiser a firm favourite on the show calendar. And with many people reckoning the 2015 edition was the best in quite some time, I can only hope that he again defers any thoughts of stepping away from overseeing the Slam. **ACM**







## PRIZEWINNERS

### BEST PICKUP/SUV

Belinda Bull  
'57 Chevy pickup

### BEST HOT ROD

Craig Salter  
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### BEST ORIGINAL - 1ST PLACE

Colin Addington  
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### BEST ORIGINAL - 2ND PLACE

Steve Hurd  
'70 Plymouth 'Cuda

### BEST ORIGINAL - 3RD PLACE

Dennis Voller  
'63 Ford Fairlane

### MODIFIED - 1ST PLACE

Tony Betts  
'55 Chevy Bel Air

### MODIFIED - 2ND PLACE

Jeff Meads  
'62 Pontiac Catalina

### MODIFIED - 3RD PLACE

John Boultonwood  
'59 Chevy El Camino

### BEST CUSTOM

Lance Coe  
'62 Chevy Impala

### BEST F BODY - ROB LONG MEMORIAL TROPHY

Mat Hallows  
'71 Pontiac Trans Am

### BEST OF SHOW

Paul Mitchell

### MEMORIAL TROPHY

Russell Schacter  
'53 Cadillac coupe



# It's So Next Season...

**Kev headed down to Billing for the AACI's Autumn Open Nationals... in mid-August!**

**Words & photography: Kev Carrington**

I couldn't make this event for the weekend, so we drove down early Sunday morning. Billing is a great venue and still reasonably priced, and the turnout of cool American cars and trucks did not disappoint. There was the usual great mix of trade stands, and a field full of awesome muscle cars, trucks, fifties' cruisers, and virtually any American marque you could think of. The weather was kind to us all day; in fact, I think I caught the sun a bit!

Some of my favourites were my Duster (of course!), the stunning

black Pontiac GTO with mile-deep paint, a blue '70 Chevelle, a really pretty pastel yellow Nash, a 'new to the scene' yellow Dodge Dart Sport (courtesy of Scott from Mansfield), a yellow Torino, tons of classic Mustangs, and right at the back of the field, a couple of awesome Aussie Ford Falcon XB GT351s - I love that shape!

It's impossible to mention every one I liked so I just encourage you to get to these AACI events at Billing next year; they are not to be missed. Enjoy the pics.









# Peter Jarvis

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fig 1. 1967 Shelby Mustang GT500



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# A Teutonic Tonic

Andy Willsheer joins the British contingent in Germany for the biggest, loudest, craziest meeting on the European drag calendar.

Words & photography: Andy Willsheer



Were The Sun newspaper to publish in Germany, the headlines on the Saturday edition coinciding with the FIA/FIM NitrOlympX drag race would undoubtedly have read "Phew! What a Scorcher!" Temperatures at the venerable Hockenheimring topped well above 100 degrees Fahrenheit on the sizzling Friday, and although it was certainly better than having it rain, people were wilting in the furnace-like warmth, with Finnish Top Fuel driver Anita Mäkelä commenting that she'd never raced the car under such conditions and felt that it was almost impossible to do so. But as matters thankfully transpired, the ever-popular event was not only run through to a successful conclusion on Sunday but also drew a sell-out crowd for the unique two-hour Saturday Night Show.

Much to everyone's relief, the thermometer did dip into the double-digit F zone over the weekend, although it stayed very warm. The prime consideration for this, the 30th anniversary affair, was that the racing

surface did not deteriorate under the sweltering climes. It didn't, thanks primarily to the work undertaken by Santa Pod's track prep specialists, all of whom spent weeks grinding and grooming the asphalt to ensure there would be no repetition of the

two unfortunate occasions (2012 and 2014) when parts of the strip were power-washed to comply with Formula One requirements. This had the unforeseen side effect of rendering the strip pretty much unusable for the high-horsepower →





Pro classes, even though every effort had been made to return it to its pre-washed state.

Day-one Sportsman qualifying gave every indication that all was well as far as the track itself was concerned, and the same could be said about the Pros, even if it was evident that many were initially running conservative tunes due to the unsure state of the Rico Anthes Quarter-mile. The scheduled sessions were progressing nicely until proceedings were brought to a halt when a front-engine dragster left a trail of lubricant from just past the tree all the way to the finish line. The estimated amount of time it would take to clean up after the late-afternoon mishap effectively meant the second session of Pro qualifying would not be completed by the extended curfew hour of 7.45pm, and so to the chagrin of racers and paying punters alike, Q2 was cancelled.

The early finish meant there was time aplenty to catch up with the passel of Brits that had come along to participate in the sole annual drag race of any note held in the Fatherland; all seemed pleased with the typical Teutonic efficacy and organisation of the race, although there were some tales of woe concerning travails en route to the 'Ring, none of which unduly detracted from the general air of bonhomie prevalent in the pits... something which may or may not have been due to the quantity of alcoholic beverages being swigged to counteract the oppressive heat enveloping the facility.

Performances stepped up the following day, the septet of Top Fuellers on hand turning up the wick to take account of the proven grip. Defending champion Micke Kågered ended qualifying on pole (4.22/267)

Right: Florian Uebel's Highway Patrol Mustang went a couple of rounds in Super Pro ET.  
Bottom: Andy Hadfield in the Twister T-bucket was declared the winner in Supercharged Outlaws.

and Switzerland's Urs Erbacher occupied the bottom rung of the ladder @ 4.65/219. It was encouraging to see all the drivers running in the fours, which boded well for Sunday's final eliminations.

The two Top Methanol classes - TMD and TMFC - both drew very few entries for round four of the European Drag Racing Championship, numbering just three and two respectively, but at least there was an okay number of ultimate doorslammer Pro Mods on hand. Fans of the factory hot rod Pro Stockers were out of luck inasmuch as the group decided to give the German round a miss because of traction problems encountered last year, which caused them to park their cars after just one qualifying attempt.

The race organisers had to erect additional grandstand seating along the left-hand side of the track to accommodate the sheer number →











of fans that had booked to attend the Night Show. Although fanatical supporters risked being roasted during the day through occupying said unshaded seats, it was a different deal when the mercury dropped by a welcome few degrees in time for all ticket holders to take their allotted perch to view the non-stop entertainment that traditionally brings the busiest day's racing to a colourful conclusion. An eclectic programme of stunts, wacky showmanship, booming music, light show and demo runs went down well with the packed house, and at the end there was still time for those people not needing to rush home to wander around the pits and check out the trade stands, food stalls and generally be amused by the after-hours shenanigans.

Sunday's final eliminations went off well, all in all, and quite why large numbers of spectators don't come back to watch the day-three action remains an imponderable. Sabbath

attendees must have enjoyed the frantic action that kicked off with Super Pro ET and ended with an exhibition jet Funny Car pairing of the UK's Martin Hill with FireForce 3 and Gerd Habermann's Dragon Hunter. T/F eliminations had a note of drama in the opening stanza when Finland's Anita Mäkelä suffered a broken rod in the Atomic Chicken at the hit of the throttle, instigating a conflagration and sending the wounded dragster sliding in its own oil. Swedish competitor Micke Kågered worked his way to victory lane for a second straight year, defeating Urs Erbacher in the finale, 4.17/283 over his opponent's 4.50/194.

TMD competition was dominated by German brothers Timo and Dennis Habermann, the latter just nipping his elder sibling, 5.43/262 over a close 5.44/261. Leif Andréasson annexed the TMFC win and Pro Mod laurels went to Speedgroup head honcho Micke Gullqvist, whose Camaro outran fellow

Top: A second straight NitroOlympX victory for Micke Kågered in the Bahco Tools Fueller was unfortunate for final-round opponent Urs Erbacher, looking for the win in front of his 'home' crowd  
Above: Jon Giles took his young daughters up on stage to share the spotlight when collecting the Super Gas winner's trophy

countryman Mats Eriksson's Crown Victoria in the final round, 6.03/239 against Mat's 6.13/231 chaser.

The limey Sportsman contestants unfortunately didn't fare too well in eliminations; Super Gas entrant Jon Giles being the sole driver to leave with a winner's trophy. Barry Giles was a runner-up in the Giles & Hartley Super Pro ET dragster and both stalwarts received loud cheers from supporters when collecting their awards at the catered evening get-together traditionally laid on by the organisers as a token of appreciation for racers' support.

With Hockenheim being an important stop on the European tour (and my personal favourite), it would be fair to say that the successful triple-decade commemoration has ensured the historic venue will carry on hosting a round of the Championship.... with, of course, the Night Show continuing to be the cynosure. **ACM**



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# Super Sunday, Blue Monday

The highs and lows of York's Hot Rod Reunion.

Words & photography: Martin Drake

There has always been plenty to do over August bank holiday, but the one that has always been a must on the to-do list is York Raceway's Hot Rod Reunion, with a selection of NSCC, Super Cup, American Super Stock and Sportsman ET Rounds to watch all day, along with Run What Ya Brung. The start line was set and ready for a full day's racing on Sunday morning, along with the sun putting in an unexpected appearance. The racing was in full flow, and if you'd pre-booked your rod or custom you got free entry for the day to show off your ride in the show'n'shine area alongside the track. Julian Webb had the Split Second Jet Dragster making two runs a

York Raceway had also booked a

rock band for the Sunday night, plus a burlesque dancer to keep you busy, but as the night unfolded, the sky started to drop small water droplets on us. Everyone hoped that it would pass during the early morning and Monday's racing would start mid-afternoon, but the weather gods were against us and just as it looked as if it was about to stop it would rain hard again. This went on all night and all day until the PDRC finally called it at 3pm and racing was cancelled.

This weekend is also the one people hold dear to their hearts as on the Sunday night, racers, hot rodders, friends and family all gathered together on the track to honour Kasey Dixon-Grainger, a man we all loved and

respected who tragically lost his life in a top end accident at this event in 2011. The day ended with the biggest Cacklefest, one you felt right through to your very core, headed by father, Paul Dixon-Grainger, with mum Tanya Dixon-Grainger pressing the starter button to unleash the green light for 10.1 seconds of noise in honour of Kasey's personal best time. After the Cackle, Paul and Tanya had invited everyone back to camp for a BBQ in Kasey's honour so everyone grabbed a beer, a burger and had a laugh knowing he would have done so, too. Rumour has it that Martin Green was busting a few moves on the dance floor as well, a fitting night for a fantastic man. Race In Peace, Kasey Dixon-Grainger. **ACM**









# American Super Stock: Round 7 & 8

**Where:** York Raceway  
**When:** August 30th-31st

**Words:** Dave Smith **Photography:** Richard Smith ([rdsmith.zenfolio.com](http://rdsmith.zenfolio.com))

There's been a long break since the last round of American Super Stock at the beginning of July, although events like Dragstalgia and the Mopar Euronationals meant that nobody had the chance to get bored. Still, a 21-car field for August bank holiday Sunday at York's Hot Rod Reunion showed that the break had been quite long enough.

Vic Parsons set the pace in qualifying, his red Plymouth running a near-unassailable 11.4201 on an 11.42 dial-in to take pole position. Two ex-cover cars - Kris Thoburn's Mustang and Dan Houlston's Camaro - were second and third, both eight thousandths of a second off their dial, whilst the entire top half of the ladder were within a tenth. That's National standard bracket racing, right there. At the bottom of the tree were two newcomers across from the National Street Car Challenge, also at York that weekend: Vix Smith in her '07 Shelby Mustang and Dave Mears in his '77 Firebird, both guessing their dial-ins in cars fresh to the strip.

The weather was slightly overcast but warm, and everyone was raring to go into eliminations. Dan Houlston fired the opening shot, outing Sam Carter-Chiles with a sharper reaction time, followed by Kris Thoburn red-lighting his chance away against Karen Gregory's Lightning. Chris Wilson soloed to a win when Mark Harrison's 'Dirty Harry' Dart never made it off the start line, then newbie Dave Mears took a surprise win against a breaking-out Dave Billadeau. This race was later re-run when it was spotted that the tower had put in the wrong dial-in for Mr Billadeau, and the re-run came out to Dave Billadeau's advantage. Championship leader Mick Elsworth cherried his day away against Joel Kerr's Dodge, whilst Lee 'Cookie' Chiles ran 11.88 on an 11.86 dial to end Richard Grainger's hopes. An incredibly close race between the bright orange Team Nowak Road Runner and equally orange Olds of Claire Johnson ended with Adam Nowak taking the win thanks to a sharper reaction, then Bri Wood's freshly facelifted B-body took the win in a scrappy race against Mia Cavanaugh's Chevelle. Pete Youhill took the win against a breaking-out Boz's Dodge, but Boz had scored a NPB 11.04 at 120mph so wasn't too upset.



Vic Parsons went hell for leather even though he was on a bye, and the first round of eliminations concluded with Kiwi showing Vix that she's been away from the strip too long - one second reactions won't cut it in A/SS!

In round two, things started well for Chris Wilson in the beautiful 'Goldmember' Dodge B-body, 12.87 on a 12.80 dial, but not so well for a red-lighting Joel Kerr in the other lane. 'Cookie' and Adam Nowak - fourth and third in the championship respectively - met in the next pairing, and an unusual red light from Cookie put a big dent in his championship hopes. Likewise the second-place man, Vic Parsons, whose break-out handed the win to Kiwi. Dan Houlston used a pin-sharp reaction to end Bri Wood's day, whilst Karen Gregory used her bye to further hone her skills, a 13.32 on a 13.30 dial showing she means business. A break-out from Pete Youhill's Chevelle handed the win to Dave Billadeau, who ran an 11.859 on an 11.85 dial anyway.

The quarter-finals were a festival of fouls, beginning with Chris Wilson red-lighting against Karen who again ran a 13.33 on a 13.32 dial just to rub it in. A very unusual start line cock-up from Dan Houlston gifted the race to Dave Billadeau, whilst a double-breakout from Team Nowak and Kiwi Thompspon saw Kiwi committing the lesser crime and taking the win.



Retribution found Kiwi in the semis, though, as his red light gave Karen a free trip to the finals, though again she ran a 13.33 on a 13.32 dial for effect. Dave Billadeau had a bye, but still blasted off an 11.87 on his 11.85 dial to show that he wasn't messing, either.

In a day packed with action, it was late when the finals rolled around. Karen's big, blown Ford Lightning paired up alongside Dave's '66 Dodge, Old Scatterbolts, and burned each other down. It was the race of the day, Karen's lights running down a second and a half before Dave's, and both leaving with a 0.5 second reaction. At the stripe, it would be Karen who took the win, a 13.325 on her 13.32 dial-in against Dave's 11.847 on his 11.85 dial, a heartbreaking 0.002-second breakout.

What a brilliant day's racing it had been. This was just as well, as a grim forecast for bank holiday Monday was borne out when it began raining at 3am and barely let up all day. Most competitors had packed up and headed for home long before the event was declared a washout at 3pm, and who can blame them? A superb round seven made up for an absent round eight, which means it all boils down to the finals on September 20th. The championship comes down to the wire - who will take it? Be there, or follow proceedings by searching American Super Stock on Facebook.



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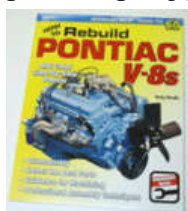
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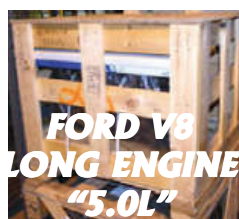
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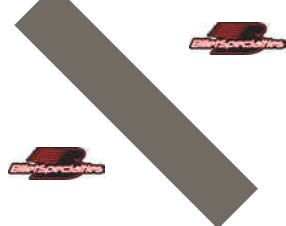
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# Outlaw Street

## 2015 Race Series: Rounds OS-4



Words: Mark Wallington Photography: Dave Smith



Normally the biggest challenges in Outlaw Street are trying to get your car to run faster and to not 'nod off' on the start line and cut that perfect reaction time. However, there was a new challenge at this year's Mopar Euronationals at the end of July: Mother Nature, who, despite all the amazing efforts of the track staff and Euro Nats team, was destined to win.

Due to the downpours on both Friday and Sunday, all three days' racing had to be squeezed into one day when the sun finally decided to give all the sodden petrolheads a break and let us go racing. Big thanks to the track staff who worked tirelessly to dry and prep the track so racing could go ahead on the Saturday. Outlaw Street had a large turnout for the Mopars, with the pit area stretching as far as the eye could see and, despite the damp start, spirits were high as the 'bench racing' banter had been in overdrive on the Friday.

With the track open until 8pm on the Saturday, several members were squeezing every last drop of track time in they could, with one member making 11 runs in a day! Not that folk are getting competitive trying to win a trophy, of course... The top points scorer of the weekend was Troy Attree in his late-model LS1 Camaro, which now packs a shot of nitrous, who secured 221 points.

### Top points scorers of OS-4:

1	OS-10	Troy Attree in his LS1 Camaro	<b>221 points</b>
2	OS-47	Eric Humphreys, turbocharged Firebird	<b>219</b>
2	OS-56	Doug Harwood, supercharged Barracuda	<b>219</b>
4	OS-44	Linden Shepperson, MkII Escort	<b>218</b>
5	OS-9	Rob Leyman, turbocharged Monaro	<b>217</b>
6	OS-31	Nick Rose, supercharged Mustang	<b>211</b>

There were several 'cherries' over the weekend with members deep staging and red lighting, trying to cut that extra millisecond off their RT in the hope of securing a Joe & Co sponsored Reaction Time trophy. The "Queen of RTs", and last year's RT champion OS-27 Trudy Slater was back on form with a very impressive 0.0328 which secured her the OS-4 RT win, although she was being fiercely chased.

### Top 6 RTs of OS-4:

1	OS-27	Trudy Slater in her Morris Minor	<b>0.0328 RT</b>
2	OS-10	Troy Attree, LS1 Camaro	<b>0.128</b>
3	OS-34	Tony Hayter, Tri-Chevy	<b>0.1306</b>
4	OS-44	Linden Shepperson, MkII Escort	<b>0.1355</b>
5	OS-56	Doug Harwood, supercharged Barracuda	<b>0.1546</b>
6	OS-14	Kline Demaine, SBC Capri	<b>0.2055</b>

With the main aim of Outlaw Street and drag racing of always improving on your own PB (and beating the car in the other lane), the WASP £25 parts vouchers awarded at each round to the member with the best improvement are definitely proving popular. OS-4 was clearly a good round for OS-10 Troy Attree, who secured the WASP £25 parts voucher with an improvement of -1.1421 seconds on his previous round's PB.

### OS-4 2015 Biggest ET Improvements:

1	OS-10	Troy Attree	-1.1421 seconds (100 points)
2	OS-9	Rob Leyman	-0.8114 (99 points)
3	OS-30	Clive Bush	-0.6482 (98 points)
4	OS-68	Debbie Taylor	-0.2518 (97 points)
5	OS-44	Linden Shepperson	-0.1881 (96 points)
6	OS-56	Doug Harwood	-0.1727 (95 points)

We're now at the halfway point of this year's series with four rounds down and four left to go, and it's clear that there's everything to race for with a number of members rapidly climbing the league table. Remember the final points for the series are six rounds out of eight, NOT all eight...

The next round of Outlaw Street, OS-5, was at Santa Pod's August 9th Saturday Night Special. Stay tuned, or find out more at [www.outlawstreet.co.uk](http://www.outlawstreet.co.uk).





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2015/16

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# When? What? Where?

## Organisers!

**Please send any 2016 event details to us at:**  
**American Car Magazine, The Outlook, 6 Sansome Walk, Worcester WR1 1LH**  
**or email: [editor@americancarmagazine.com](mailto:editor@americancarmagazine.com)**  
**Likewise your cruise meets for the Monthly Meetings section.**

### September

**September 18th-20th** - AACUK Autumn Nationals, Drayton Manor Park, Tamworth, Staffs B78 3TW, [american-auto-club.co.uk](http://american-auto-club.co.uk)

**September 19th-20th** - National Finals, Santa Pod, Northants, 01234 782828, [santapod.com](http://santapod.com)

**September 19th-20th** - Isle of Wight Charity Classic Car event, Newport Quay Saturday, Ryde Esplanade Sunday. Exhibitors must pre-book, 0208 439 7871

**September 19th-20th** - RWYB (19th), UK Northern Finals inc A/SS & RWYB (20th), York Raceway, [yorkraceway.org.uk](http://yorkraceway.org.uk)

**September 25th-27th** - YANCS American, Rod & Custom show, Fort Paull, near Hull HU12 8FP, 01709 542555, 07787 915081, [yancs1@yahoo.co.uk](mailto:yancs1@yahoo.co.uk)

**September 26th** - Saturday Night Special RWYB, Santa Pod, 01234 782828, [rwyb.com](http://rwyb.com)

**September 26th-27th** - RWYB Public Track Weekend, Shakespeare County Raceway, Stratford, [shakespearecountyraceway.com](http://shakespearecountyraceway.com)

**September 26th-27th** - Sywell Classic, Sywell Aerodrome, [sywellclassic.co.uk](http://sywellclassic.co.uk)

### October

**October 3rd** - RWYB, Santa Pod, 01234 782828, [rwyb.com](http://rwyb.com)

**October 3rd-4th** - Prescott Autumn Classic, Prescott Hillclimb, Cheltenham GL52 9RD, [prescott-hillclimb.com](http://prescott-hillclimb.com)

**October 4th** - P-15 Picnic, Sywell Aerodrome, Northants, 07802 355025, [robin@rockthejoint.com](mailto:robin@rockthejoint.com)

**October 10th** - RWYB, Santa Pod, 01234 782828, [rwyb.com](http://rwyb.com)

**October 10th-11th** - RWYB Late Autumn Madness Public Track Weekend inc Super Gamblers, Shakespeare County Raceway, Stratford, 01789 720180, [shakespearecountyraceway.com](http://shakespearecountyraceway.com)

**October 11th** - Judgement Day RWYB, York Raceway, [yorkraceway.org.uk](http://yorkraceway.org.uk)

**October 24th-25th** - Halloween Bonfire Burn-up RWYB, Shakespeare County Raceway, Stratford, 01789 720180, [shakespearecountyraceway.com](http://shakespearecountyraceway.com)

**October 24th-25th** - RWYB inc Saturday Night Special, Santa Pod, 01234 782828, [rwyb.com](http://rwyb.com)

**October 25th** - Rat Rod Review, Ace Cafe, London NW10, 0208 961 1000, [ace-cafe-london.com](http://ace-cafe-london.com)

**October 30th-November 1st** - Classic & Sports Car - The London Show, Alexandra Palace, [classicandsportscarshow.com](http://classicandsportscarshow.com)

**October 31st** - Flame & Thunder, Santa Pod, Northants, 01234 782828, [santapod.com](http://santapod.com)

**October 31st** - Regent Street Motor Show, London, [regentstreetmotorshow.com](http://regentstreetmotorshow.com)

### November

**November 1st** - RWYB, Santa Pod, 01234 782828, [rwyb.com](http://rwyb.com)

**November 7th** - Fireworks Frenzy, Santa Pod, 4pm-7pm, [santapod.com](http://santapod.com)

**November 13th-16th** - NEC Classic Motor Show, NEC, Birmingham, 0871 230 1088, [necclassicmotorshow.com](http://necclassicmotorshow.com)

**November 13th-16th** - Rhythm Riot, Pontins Holiday Centre, Camber, Sussex, 0208 566 5226, [rhythmriot.com](http://rhythmriot.com)

### 2016

**January 14th-17th** - Autosport International, NEC, Birmingham, [autosportinternational.com](http://autosportinternational.com)

**February 18th-21st** - London Classic Car Show, ExCel, London, [thelondonclassicarshow.co.uk](http://thelondonclassicarshow.co.uk)

**February 26th-28th** - Race Retro Historic Motorsport Show,

Stoneleigh Park, near Coventry CV8 2LZ, [raceretro.com](http://raceretro.com)

**April 30th-May 1st** - Atomic Festival, Sywell Aerodrome, Northants, [atomicfestival.co.uk](http://atomicfestival.co.uk)

**May 8th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**June 5th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**June 9th-12th** - Hot Rods & Hills, Pooley Bridge, Cumbria, search Facebook Hotrods And Hills

**July 1st-3rd** - Can-Am Independence Day Weekend, Cofton Country Holidays, nr Dawlish, Devon, [canamcarclub.org.uk](http://canamcarclub.org.uk)

**July 7th-11th** - Americana International, Loughborough, Leics, [americana-international.co.uk](http://americana-international.co.uk)

**July 10th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**July 15th-17th** - Phantoms Hot Rod Hootenanny, Stirling Rugby Club, FK9 5AP, 07789 280600, [phantomssc@outlook.com](mailto:phantomssc@outlook.com)

**July 22nd-24th** - Silverstone Classic, Silverstone, Northants, [silverstoneclassic.com](http://silverstoneclassic.com)

**July 29th-31st** - Mopar Euronational, Santa Pod, Northants, 01234 782828, [santapod.com](http://santapod.com)

**July 31st** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

## Monthly Meets

Every Tuesday - Petrolhead meet @ Witham and Blues, Boston, Lincs, PE22 7AJ, [www.withamandblues.com](http://www.withamandblues.com)

Every Sunday - National Can Am car club, 2pm, The Viewpoint, Parkstone, Poole, Dorset, [www.canamcarclub.org.uk](http://www.canamcarclub.org.uk)

1st Tuesday - Black Country Cruisers, 7.30pm, The Greyhound Inn, Swindon near Wombourne, 01384 287243, [www.blackcountrycruisers.co.uk](http://www.blackcountrycruisers.co.uk)

1st Wednesday - Hot Rod Night, 6pm on, Ace Café NW10, 0208 961 1000, [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

1st Wednesday & 3rd Wednesday - American Auto Mags Cruise, The Hollow Tree, off A49 Stretton WA4 4LX, 01606 888324, [www.americanautomags.com](http://www.americanautomags.com), during British Summer Time ONLY!

1st and 3rd Wednesday - The Victory Wheelers meet, The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT

1st Sunday - V8 Mentalists Breakfast Meet, The Coach House, Chelsham Common, Warlingham, Surrey CR6 9PB, 07950 258704

1st Sunday - AACNW Big Meet, 10am on, Krispy Kreme Trafford Park, behind Trafford Centre, 0161 865 7684/01744 609404

1st Sunday - Goodwood Breakfast Meet, Goodwood, W Sussex (NOT July or September) [www.goodwood.com/breakfastclub](http://www.goodwood.com/breakfastclub)

1st Sunday - Boneshakers SE, The Barley Mow, Selmeston, E. Sussex BN26 6UF, 07541 524430 or 07738 374905

2nd Wednesday - UK Street Machines, The George Inn, Main Rd, Wilby, Wellingborough NN8 2UB, [www.ukstreetmachines.com](http://www.ukstreetmachines.com)

2nd Saturday - Big Moe's Diner, A13 Newham, London IG11 OAD, [www.bigmoesdiner.co.uk](http://www.bigmoesdiner.co.uk)

3rd Monday - National Can Am Car Club, 7.30pm, Old Thatch, 285 Wimborne Rd West, Ferndown, Dorset BH21 7NW, [www.canamcarclub.org.uk](http://www.canamcarclub.org.uk)

3rd Wednesday - The Bowling Green, Lichfield, Staffs, 7pm on

3rd Wednesday - The Head Gas Gits, North Star pub, Iver, Bucks SLO 9AL, [www.facebook.com/groups/headgasgits](http://www.facebook.com/groups/headgasgits)

3rd Friday - The Pebble Dash, Roedean Cafe, Marine Drive, Brighton BN2 5RL, 7.30pm on, see Facebook

3rd Sunday - Burnout Auto Club, meet 3pm, Wrey Arms, Sticklepath, Barnstaple, Devon, 07973 471125 or see Facebook

3rd Sunday - Fairmile Pub, Portsmouth Road, Cobham, Surrey KT11 1BW, 07802 166957

3rd Sunday - American Auto Mags Lunch Cruise, The Hollow Tree, Cheshire WA4 4LX, 11am on, winter months ONLY! 01606 888324

Last Wednesday - Woody's Hot Rod & Classic Meet, Woodland Waters, Grantham, Lincs NG32 3RT, Facebook "Hot Rod night at Woody's Bar"

Last Friday - National Can Am car club, 7pm, McDonalds, Wessex Gate Retail Park, Creekmoor, Poole, [www.canamcarclub.org.uk](http://www.canamcarclub.org.uk)

Last Saturday - All American Cruise-In, 4pm on, Ace Café NW10, 0208 961 1000, [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

Last Saturday - Chelsea Cruise, Chelsea Bridge SW8 4NG from 8pm, Derek 0208 765 1381

Last Saturday - Knights CC cruise, St James Retail Park, Knaresborough, N Yorks HG5 8PZ, March - September



**When: October 2015**

**What: Superb weekends**

**Where: Everywhere!**

October. Where did the season go? Still, autumn may definitely be on the doorstep but we aren't going down without a fight and there are still plenty of events out there to keep summer alive.

There are five weekends in October - sort of - and it opens its account with a new and rather specialised event - the P-15 Picnic at Sywell Aerodrome, especially for post-war (1946-48) Chrysler, Plymouth, Dodge and De Soto cars. Stock, custom, rod or work-in-progress, all are welcome and admission is free to the event that marks the re-starting of production in late 1945. It's organised by a trio of hopped-up P-15 owners, so get to know your fellow owners! This weekend is also host to the Prescott Hillclimb Autumn Classic, a distinctly American-flavoured event with American car and hot rod displays, US-themed entertainment with live rockabilly from The Bravo Boys, Wall of Death, and many of Prescott's hillclimb classes competing for the end-of-season honours. It's worth a look, and with prize money for the show'n'shine, also worth pre-entering.

The following weekend of October 10th and 11th sees another new event - the Shakespeare County Raceway Super Gamblers Shootout, a big bracket with prize money to the winners and no electronic assistance allowed! Qualifying will be on Saturday, and eliminations on Sunday. There's a 32-car field, but all 32 slots need to be pre-entered before the event will take place so get in touch now by emailing [shakespearecountyraceway@gmail.com](mailto:shakespearecountyraceway@gmail.com).

There's then a weekend's break before the season-closing Halloween Bonfire Burn-up at Shakey County over October 24th and 25th, where there's RWYB all



day followed by a big fancy dress (optional) party on Saturday night. Meanwhile, on the Sunday, there's the Rat Rod Review at the Ace Cafe London for all the rodders who are strangers to the world of polishing paintwork.

The weekend of October 31st and November 1st is rather London-centric, with the highbrow Classic & Sports Car London Show occupying Alexandra Palace. Out on the streets, meanwhile - specifically Regent Street's 'mile of style' - there's the Regent Street Motor Show, the largest free motor show in the UK. It happens the day before the famous London To Brighton Run, and showcases 125 years of motoring history between Oxford Circus and Piccadilly Circus. It's on from 10.30am to 4pm, and it's not all about veteran cars... Meanwhile, for those of a noisier, less static disposition, Santa Pod's ever-popular Flame & Thunder season-closer combines invited classes up to Nitro-burning fuellers doing demo runs on track, with stunts and other action off-track, all followed by a bonfire and fireworks. There's even RWYB the following day for the brave.

And that's just about it! You'll note that the 2016 calendar is beginning to fill up already, so make the most of 2015 ... then get ready for a stellar 2016!

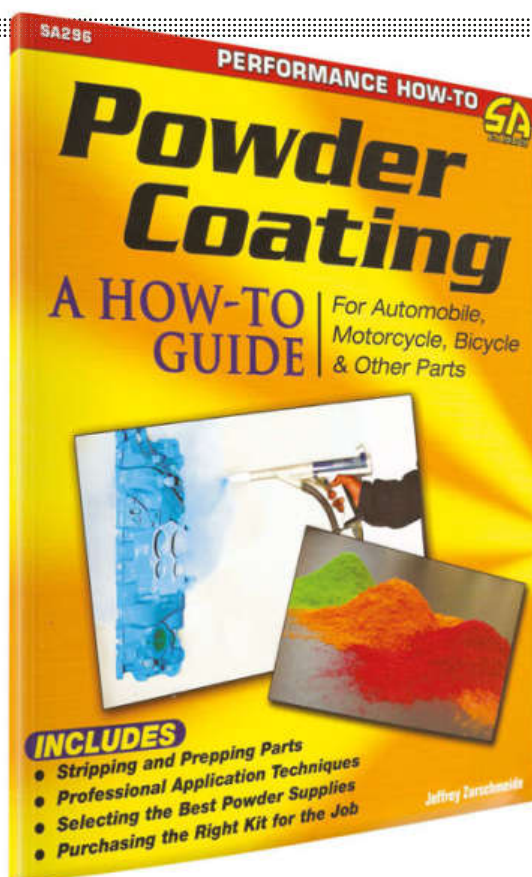




# BookReviews

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## Powder Coating - A How-To Guide

**Author:** Jeffrey Zurschmeide **Published by:** CarTech **Price:** £22

Useful workshop titles are coming thick and fast from CarTech, and this latest one is super-useful to anyone considering a DIY powder coating set-up. It's a simple walk-through to get you started, although the book doesn't start covering the actual powder-coating until well after halfway through - the first half is given over to equipping your workshop on a budget (unlike some American authors of practical

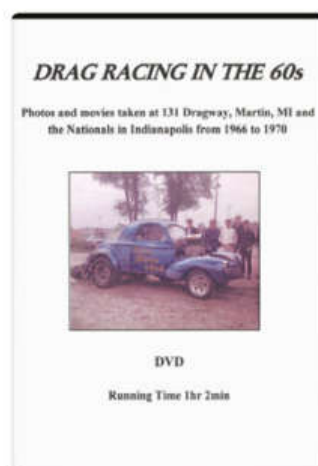
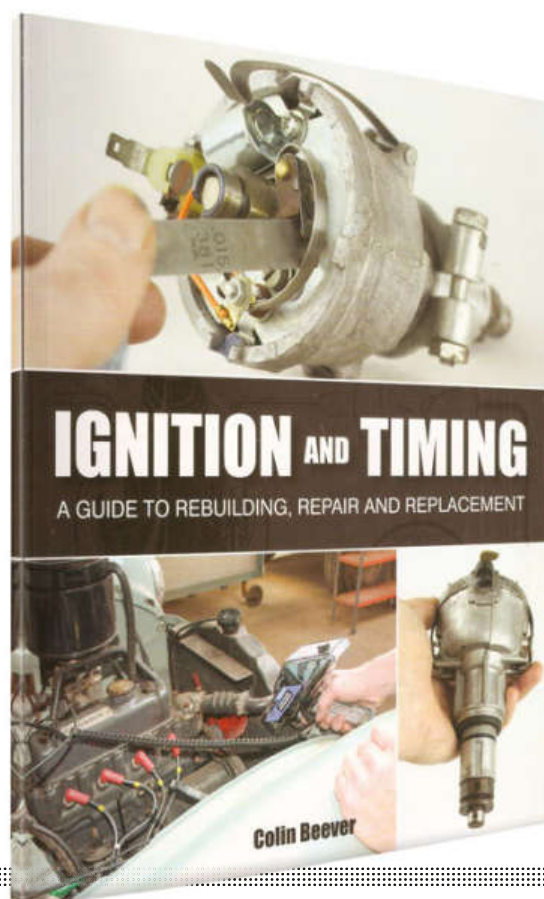
titles, Zurschmeide doesn't assume the reader has bottomless pockets and limitless space), DIY builds of useful things like table-top powder coating booths, and, most important of all, preparation. Powder coating is a surface coating like paint, where preparation is more than half the battle, so that's fair enough. Straightforward, useful, and easily understandable information for anyone considering a home set-up; definitely recommended.

## Ignition & Timing

**Author:** Colin Beever **Published by:** The Crowood Press **Price:** £14.99

This is a nice little pocket-sized softback that takes the subject of classic car ignition systems - from the end of magnetos up to computerised ignition becoming commonplace - and describes it in simple terms. The author has managed to pitch the subject matter just right, realising that 'beginner' is not a synonym for 'imbecile', but without going into the sort of high-tech jargon that makes my eyes glaze over and dribble appear at the corner of my mouth.

If points, condensers and coils are part of your rebuild, you could do a lot worse than read up on the subject with the help of this title. The only problem is that it's very UK-focused, and most of the content is about Lucas distributors, but the principles are the same all over. There are sections on fault-finding, rebuilding, and electronic points conversions that'll be useful, too. Worthwhile.



## Drag Racing In The 60s

**Produced by:** John Cafferman Sr, Blue Comet Productions

**Price:** \$22 US inc P&P **Available from:** jrcamfferman@gmail.com

Nostalgia drag racing is bigger now than it's ever been, and watching this home-brewed DVD, it's easy to see why. This is footage from 131 Dragway in Martin, Michigan (a venue I'd never heard of but which played host to some big names, as seen here) and the Indy Nationals, all between 1966 and 1970, the period that most Nostalgia drag racing is nostalgic FOR! The days when the wild, blown fuel slingshots were still kings, when the biggest teams in

the country would arrive in the pits with the car on a beavertail ramp-truck - no fleet of artics for them - and when big names like Jungle Jim Lieberman, Arnie Beswick, the Ramchargers, Stone Woods & Cook and Dyno Don Nicholson would draw in the big crowds.

This DVD is made up of a mixture of home-movie film and stills shown in slide-show format. The picture is grainy, the hand-held camera a bit shaky, and focus isn't always 100%, but it wouldn't be

right any other way - you didn't get Hollywood quality built into your telephone in the sixties. It's a perfect snapshot of the period; wild racing, and good, clean fun. In fact, some of the best shots on the DVD are right at the very end; a bunch of lads, presumably the videographer's mates, at the event, laughing, and looking like they're having the time of their lives. Now THAT's what people get nostalgic for... and worth bearing in mind for Christmas.



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# blueprints

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01782 782081,  
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## Full-Size Dayvans - 1970-current

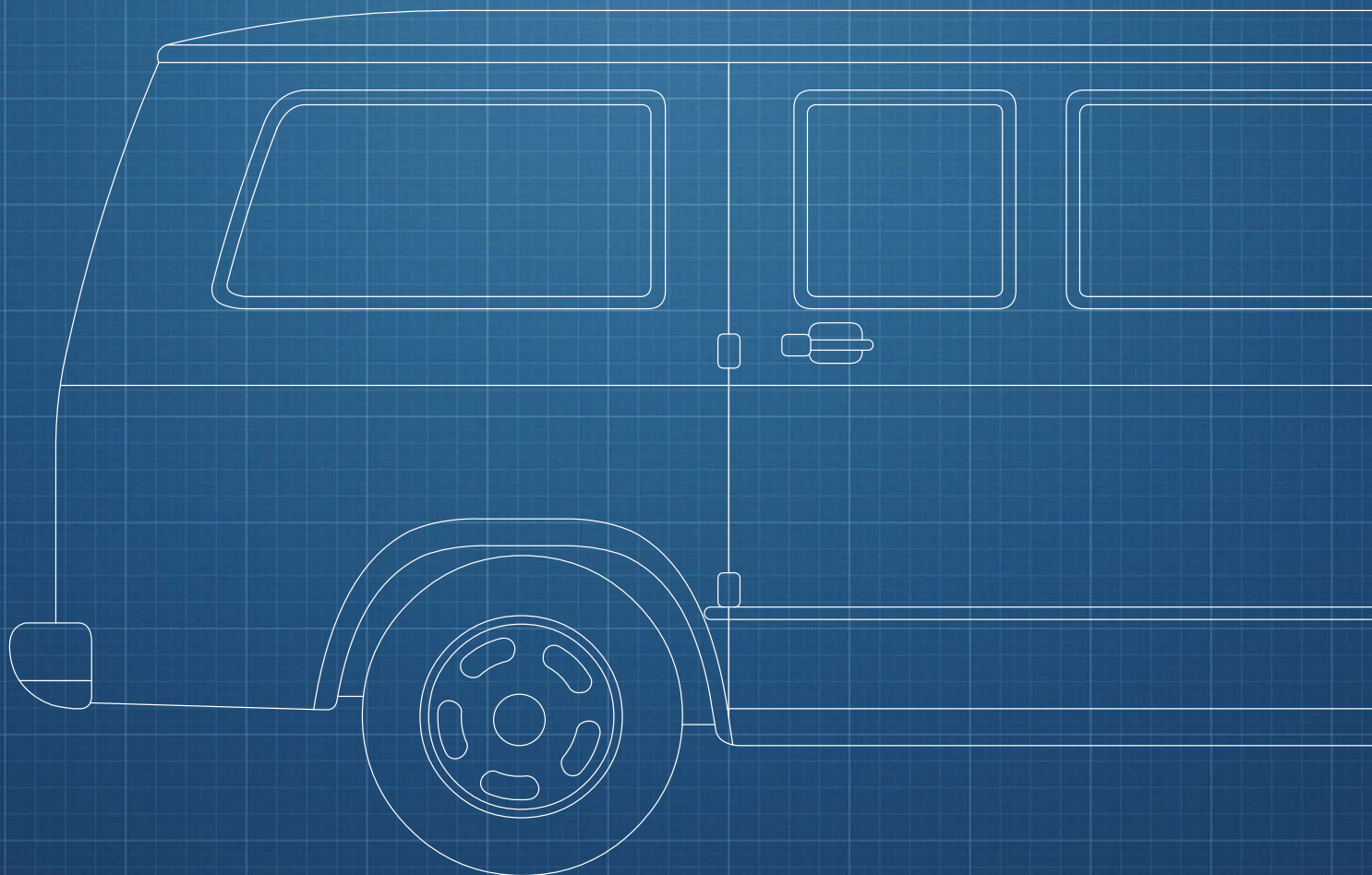
**The Dayvan - or, more correctly, the Conversion Van - came into its own during the custom van craze in the seventies.**

Since the late fifties, vans and pick-ups had become less like simple agricultural and industrial tools, and a lot more refined, comfortable and easy-driving. People bought them as recreational vehicles, and the dayvan was born as a hybrid between the minibus and the RV 'camper' van.

Dayvans were just that - comfortable vehicles for days out, with all the comfortable trappings but none of the 'habitation' guff such as sinks, cookers, and bathrooms. They were called conversion vans because third-party conversion companies bought the basic van or minibus from the factory and converted it with plush trimmings, TVs, perhaps even a bench seat that folded down into a nice bed for an afternoon nap.

The full-size vans were great for this, offering ample space, plus the torque to tow a boat or race car. Who can forget the A-Team's custom GMC with captain's chairs and the ability to outrun almost anything? In the mid-eighties, the rise of the 'people-carrier' bit a big chunk out of the full-size dayvan market, but one of them, GM's Astro/Safari range, spawned a whole new breed of dayvan in itself.

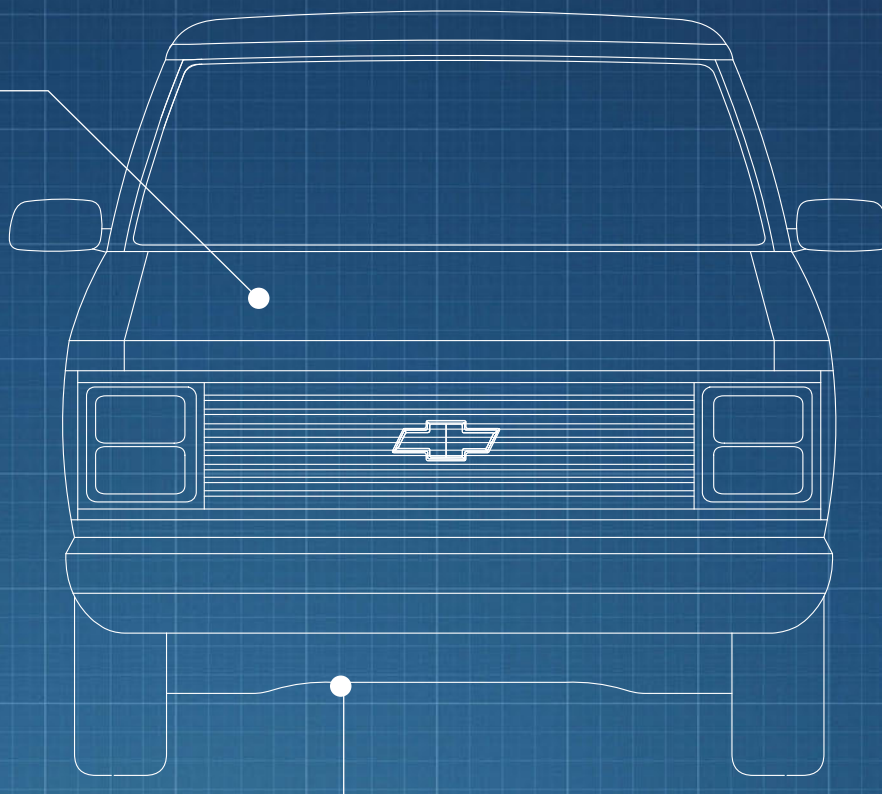
The days of the new full-size conversion van are, arguably, long past, though there are plenty still out there, and their practicality and individuality make them popular for UK imports. Are they practical future classics that need saving, or just builders' vans in posh frocks, best forgotten? We asked Richard at Boatwright Partnership and Steve at Oldcott Motors.





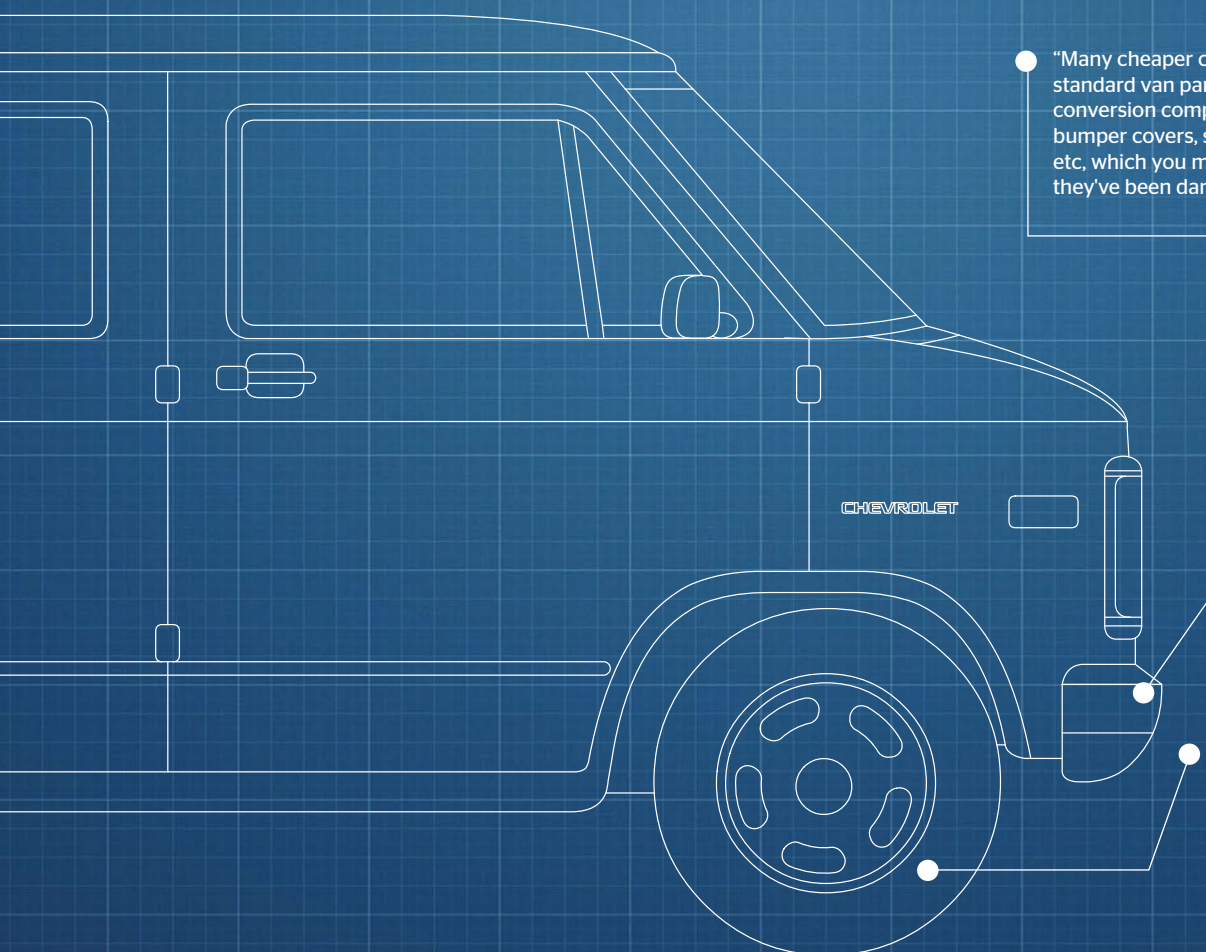
“Everyone wants a V8. In earlier vans, the old Chevy 350 small-block was very good. Later, the Ford 5.4 Triton was very good, and the Chevy LS 5.3 is lovely. There isn't a 'bad' engine out there, but I'd steer clear of a V6 unless it was very cheap.” - RB

“Nobody wants the V6; the V8 is the one to have and all manufacturers' V8s were good motors. Some earlier Fords used the 4.9-litre straight six, which is tough and trouble-free, whilst some Chevys use the 4.3 V6, the same as the Astro, which is good enough. Dodge used the 3.9 V6, and I've seen a few that have suffered with the oil pump pick-up pipe in the sump getting clogged and losing oil pressure, so be sure to service them regularly. I struggle to recommend LPG conversions as it all depends entirely on the quality of the conversion. All the engines in question will happily run on LPG if it's set up right, but most people only use their dayvans on a sunny weekend so it'll take ages to make your money back.” - SW



“The best base van to choose depends upon the year. For eighties vans, I'd always pick a Chevy; for mid-nineties to current, either Ford or Chevy. Dodges have never been quite as popular, though this is usually reflected in the price. Earlier ones were body-on-chassis and made from thick steel; later ones seem to be thinner pressings. Not many dayvans will fit in a standard UK-size garage, so if they've been stored outside, especially on grass, they're likely to start rotting.” - RB

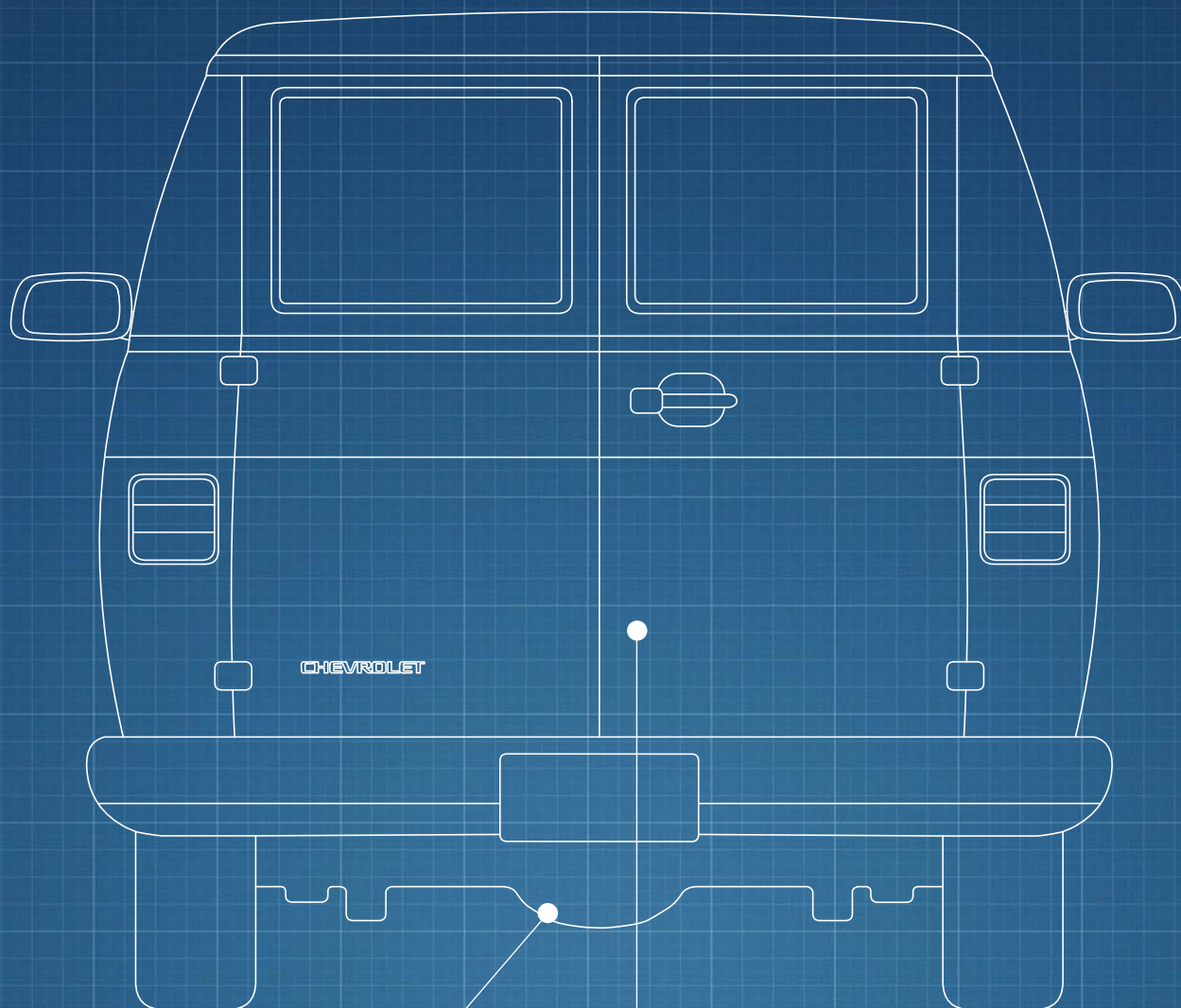
“Most eighties Chevys seem to rust around the sills - especially under plastic body kits - and around the windows on the sides. Also, check the channels that the windows run in in the front doors, as they can rust and break. Very few seem to rust around the roof gutters, as most vans do. If the van's been in the UK for a long time, check for underbody protection, and if it isn't already undersealed, underseal it!” - SW



“Many cheaper conversions just used the standard van panels, whilst many high-end conversion companies made their own bumper covers, side skirts, 'aero kits', grilles etc, which you may struggle to replace if they've been damaged.” - RB

“The running gear on a dayvan will be the same as a standard G20, E-150 or whatever, with coil-sprung front end and leaf-sprung rear. They're simple, and shouldn't provide any problems.” - RB





"Almost all dayvans will be automatics, and the transmissions will be reliable as long as they haven't been abused. Use your common sense, and don't tow in overdrive fourth, and they should last well." - **RB**

"The most trouble we've had with dayvans is with gearboxes. They're all automatics, and from the mid-eighties, when they switched to the 700R4 or AOD, they seem to wear out the overdrive gear, especially on any van that's been used for towing. The problem seemed to get sorted out in the nineties. The earlier three-speed autos were all good, reliable, and a great drive, and the axles seem to go on forever." - **SW**

"The quality of conversions varies; the better converters being Sherrod, Starcraft and Explorer. Continuity of parts supply could be an issue for a conversion company that's no longer there - conversion trim parts, body kit etc - but mechanical parts are no problem at all." - **RB**

"The cab usually uses standard OE electrics, but the wiring to the mood lighting in the back rarely causes problems unless it's been messed with. If the van has an American TV and DVD set-up in the back it may need converting to a European specification set-up. Electric 'rock'n'roll' sofa-beds can strip their gears, but if you can't get the replacement parts you can always remove the electrical bits and convert them to manual operation." - **SW**

## Conclusion

"Many of the big players in the conversion van market, like Starcraft, have gone bump. We do still sell dayvans to order, but don't keep them in stock any more, and most of the good, low-mileage, late-model dayvans went over to Europe when the Euro was stronger against the pound than the dollar. As with any second-hand purchase, history, mileage, and wear and tear should be the main things to check, but you should always run a CarFax check on anything first registered outside the UK. Also, check the gross weight of the vehicle. It varies from van to van, but expect it to be about 7,600lbs or 3,400kg, and remember that the manufacturer's data plate on the door jamb will be for the base van, NOT the conversion van. Also check what class the van is on the logbook - it could be registered as PLG, a van, a minibus, a camper - and whether you're entitled to drive it. Older licence

holders should be fine, but younger folks should check their licence; it's a minefield. LPG conversions are popular - good ones are worth having, but you should steer clear of bad ones. Unfortunately it's not always easy to tell the difference, so get a local LPG specialist to check it over. We've seen some horrendous conversions over the years. There are always custom accessories available for dayvans. It's a leisure vehicle, and it's YOUR leisure vehicle, so if it makes you smile, accessorise! There are rotten old sheds out there for three figures that will need lots of work, whilst a brand-new, all-singing, all-dancing Sherrod conversion will be around the £50,000 mark. The newest ones are based on a Chevy, Ford or Ram ProMaster chassis. The ProMaster is a Mercedes Sprinter, and Ford bases nowadays are likely to be the Transit..." - **RB**





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# One-Brew Job

Is your battery suffering a dishonourable discharge? Time to find out why...

Words & photography: Dave Smith

## Charge!

The two main components in your charging system are your battery and your alternator or dynamo, and their fates are intertwined. A dying alternator will soon cause your battery to go flat, and repeated flattenings will dramatically shorten the life of your battery. Likewise, a battery that won't take or hold a charge will soon overwork your alternator. Winter is on the way, and cold weather will soon highlight any faults in your charging system, but finding the culprit is a job you can do before your first brew has finished steaming.

You'll need a decent multimeter, like this Sealey piece (1). With the meter set to read voltage, and the engine running at idle, place the probes across the battery terminals. In this instance, the battery is charging at 13.3 volts (2), which isn't much. Get an assistant to rev the engine (or, if you can reach the throttle cable, do it yourself) and see if the voltage rises as the revs pass a certain point - some alternators don't charge too much at idle. You should be looking for a maximum of around 14.5 volts.

Then turn the engine off and watch the voltmeter. The reading should fall fairly rapidly towards the mid-12s and then hold steady (3). If it falls below about 12.2v, you should put the battery on charge and start looking for a new one soon. As a double-check, get your assistant to switch the car's lights on. The voltage should drop, but if it plummets, your battery's knackered.

In this case, the alternator would not charge above 13.3 volts at all. The first things to check are the fan belt (4), which may be slipping, although this is usually accompanied by an excruciating squealing noise, and the battery terminals (5). These could be loose or damaged, or there could be a build-up of crud and corrosion between the battery



terminal and clamp. Now you can see why you need a big tub of Vaseline in the garage - it's great for coating battery terminals. Don't forget to check the other end of the earth lead, and the earth strap between engine block and body, both of which can cause confusion in voltage regulators if they're dodgy.

If the battery appears healthy but goes flat when parked overnight, there is a current drain somewhere. With your

multimeter set to read amps, remove the earth lead from the battery and connect the meter between them (6). Modern cars that have alarms, immobilisers, radios with memory settings etc will have a constant, tiny drain on the battery. In this instance, the drain is around a third of an amp, or about four watts. That could be due to the alarm and radio. It could also be because you've got the bonnet open and there's a four-watt lamp under

there somewhere, dunderhead...

If your car is older and quite simple, try pulling fuses in turn and seeing if one causes the current drain to stop. Then you'll know which circuit the drain is on. Check the plunger switches on the doors, boot and glove box to see if there's a courtesy light staying on. If the answer's not that simple, or your car is electronically complex, then best of luck. You might want to make yourself another brew...





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Quality Blasting (01384 892244, [www.qualityblasting.co.uk](http://www.qualityblasting.co.uk)) for use of their painting unit, and 'Wacky' Mick Wilkes of Wacky Racers (01384 571571) for giving up a Saturday morning to paint my shell for me, and with his left wrist in plaster, too! Hero.

# HOW TO PrimeAdminister



**It's time to get a protective coat on the completely naked Project 13/30.**

**Words & Photography:** Dave Smith

At the end of last month's instalment, the Project 13/30 Fox shell was fresh from the media blaster and completely bare. Obviously this isn't a good place to leave it, as the second bare metal contacts the moisture in the air, rust can start forming. Once the shell was bare, Quality Blasting had wrapped it in bubble-wrap and put it in the adjoining unit where they do all their painting, which also happens to be bone dry (1). Immediately afterwards, it was time to summon Super-Wacky.

Job one was to get the shell onto its spit, because, even though Richard had given the car a good blow-out and vacuum, there was still plenty of blasting

media hiding in the crevices and box-sections. Blowing it out with an air gun (2), then vacuuming it away (3) is the only way to be sure, because, otherwise, you just know that the next time you see it it'll be stuck to your fresh, wet paint. We brushed, blew and vacuumed all the debris, then rolled the car over on its spit, watched a fresh fall of blast media come drifting out of the sills and seams (4), cleaned it up, rolled it over again... we repeated this process for almost two hours, and still there was dust falling from the box sections. Still, we were on the clock - it was Saturday, the lads at Quality Blasting knocked off at noon, and there was no time left for further cleaning.





One thing we did notice with the shell on its spit was that certain pressings welded to the underside of the car were galvanised – the lighter-coloured parts in the picture (5). I didn't know Ford did this to Fox Mustangs, and really couldn't figure out why those parts were galvanised and not others. Either way, it's worth remembering, as if the blasting didn't remove all the zinc coating, welding to galvanised steel can produce difficulties of its own.

Another unforeseen issue was fingerprints (6). Your natural skin oils will start to corrode bare steel almost instantly, so Wacky went round the shell looking for them, then attacking them with thinners and sandpaper to remove all traces (7).

Then it was time to lay on some primer. Wacky had recommended a Lechler two-pack etch primer, ideal for bare metal, with a tough finish (8). An etching primer like this is slightly acidic and really bites into the metal, and it's not even outrageously expensive. It's a 50/50 mix of etch primer (9) and medium-fast hardener (10), which requires a thorough mixing before it goes in the gun. Normally you'd need air-fed breathing gear in a spray booth for paint like this, but in a massive building like this one, with roller-shutter doors open at either end and a huge extractor fan system, a twin-filter respirator was deemed enough (11). And so the primer started going on. →







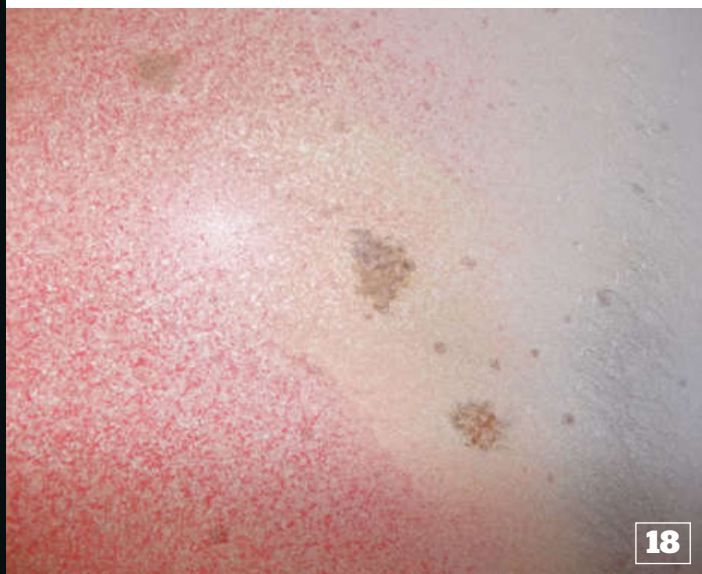
The primer went on beautifully (12), inside and out - notice that Wacky was careful to marshal the air line so that it didn't drag through any fresh paint (13)! Anyone would think he'd done this before... The underside got a good coating, too (14), getting as far into any nooks and crannies as possible. Soon, the job was done (15), and just in time for the Quality chaps to lock up at noon. Wacky had put a damn good coat over every square inch of the car except the outer roof panel, thick enough to be tough but not thick enough to give future adhesion

or cracking issues. He'd used just over three litres each of paint and hardener. It was touch-dry within about 20 minutes in the warm, dry atmosphere of the painting unit, but Alan allowed me to leave it a few days before going back to collect it.

I was very lucky that the day I collected it was pleasant and dry (16), not a common state of affairs in August, 2015. I returned it home to its workshop and got it back up on its spit (17). Ah, for the well-lit, spacious, airy environment of Quality's paint unit... I'd been properly spoiled.







18

Anyway, now I was left with the roof panel to address. It's a good, solid roof panel - often a rust-trap on Foxes - although there were little surface rust spots all over it, as though it had at some point been parked in a damp garage with water dripping onto it **(18)**. The rust cleaned off with a Clean'n'Strip disc, no problem, but left behind some pitting **(19)** that will need to be addressed before paint.

The media blasters wouldn't touch the roof panel. If they turned the pressure up high enough that the media didn't just bounce off, they'd most likely buckle and stretch the roof panel until it looked like a ploughed field. I needed

something that would take all the paint off, but that wouldn't cause heat build-up and distort the thin metal roof panel. These Clean'n'Strip-style discs in a power drill **(20)** are excellent but tend to bounce on the springy roof panel. I used a similar grinder-mounted disc instead. Because it cleans a strip only an inch wide, it was a long, tedious job and, given the volume of red dust, I was glad of my cheapo nuisance dust masks.

I was far from pleased with the end result **(21)** so I got the DA out and gave it a good rub down with that **(22)**. I still wasn't pleased with the result **(23)** but time was cracking on and I needed to get the primer on the bare metal. →



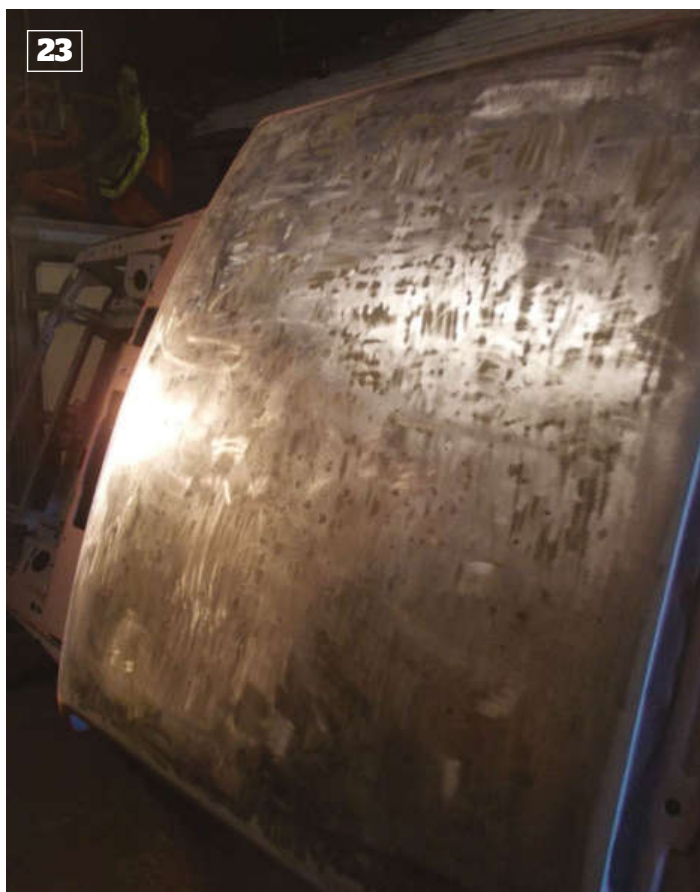
19



20



21



23



22



I seem to have accumulated a vast collection of spray guns, which is odd as I'm the last person who'd be keen to spray anything, but the only one I found that had the right air-line fitting for my compressor was a small, gravity-feed one that I got as part of a kit of parts from Aldi! So I mixed the remnants of the primer, chucked it

in the cup **(24)** and, after a good rub-down with thinners and a rag to get rid of the red dust, I blew the primer on **(25)**.

Wacky had told me that this primer was very easy to use, but I think he'd underestimated my idiocy when it comes to paint spraying **(26)**. The finish wasn't too bad, I suppose, though I believe a

barely-trained chimp could have achieved higher marks for both technical and artistic merit. The pitting from the rust is still very much visible **(27)** but that's definitely a job for another time.

As mentioned earlier, the most important thing to do with a shell in bare metal is to whack a coat of primer on to protect from

corrosion. However, even the best primer is still slightly porous - it's the lacquer in the topcoat that provides the waterproof outer coating - so unless you can guarantee desert-like conditions for storing your primed shell, it needs to get some paint on it, and quickly. Stay tuned to see how we get on... **ACM**



24



25



26



27



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TALES FROM THE GARAGES OF THE PEOPLE WHO WORK ON, AND CONTRIBUTE TO, AMERICAN CAR MAGAZINE

Dave Smith, Editor  
1990 Ford Mustang LX



The Project 13/30 Fox Mustang is now finally under way! You can read about the progress with the bare bodyshell in the How-To section of the mag, which does leave me slightly less to prattle on about in this column...

I took the shell to be media-blasted, so while it was out of the workshop I took the opportunity to push a broom around for a while. This is a very rare occurrence, on a par

with a sighting of Elvis riding a unicorn on Halley's Comet. Upon the shell's return, while it was still on its trailer, I decided that the home-built rotisserie stands could do with a lick of paint as some secondary media-blasting had shown up some rust forming on them. I wasn't particularly bothered about the finish, so I gave them a good coat of aerosol primer and started hunting around for any old paint I could give them

a top-coat with.

Right at the back of a workshop cupboard I found a two-litre tin of paint that had been there so long I'd forgotten what it was for. The label had worn off, but after searching the dustiest recesses of my terrible memory I remembered it was Carmine Red cellulose, bought to respray the Triumph Dolomite I owned in ... 1994! What are the chances of 20-year-old paint being anything other than a

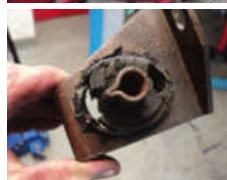
rock-solid lump or separated-out goo? Good, as it happens - I opened the tin and it looked perfect. However, as brushing paint goes it was terrible and reacted with the primer so I finished off some part-used black and grey aerosols and found an almost-empty tin of chassis black for the leftover bits. So now the rotisserie frames are three shades of black including pearl black and metallic anthracite... classy.

## Kev Carrington, Contributor 1973 Plymouth Duster, 2004 Ford Mustang GT

I haven't got round to fitting my B&M shifter yet, but we have made some decent progress in other areas. The front suspension upper arms had really badly worn bushes and ball joints, and it just scraped through the MOT, so I thought it was time to sort this. While I was working in Miami I picked up a full Energy Suspension kit for the front suspension, so we set about the task. To be honest it was all too easy really, the old bushes fell out and the new (bright red!) urethane

ones were a joy to fit. At the same time I installed a new rear transmission mount that had just arrived from a mate in the US, because the old one was also worn badly.

I have never been quite happy with the 8.5-inch Slot-mags on the front so I have been searching for a narrower pair, and I found some 7x14s that looked the part so I grabbed these for £85 the pair, fitted new tyres and got them on the car. I think they look great!









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MODEL	DESC.	EXC. VAT	INC. VAT
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Tiger 7/250	2HP	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5HP	9.5	24ltr	£119.98	£143.98
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Tiger 11/510	2.5HP	9.5	50ltr	£149.98	£179.98

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JS8000	2400W	2610psi	£139.98	£167.98
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50 ton floor\* £1599.00 £1917.60

\*was £1978.80 inc. VAT

\*Available with/without 7 pce pin, bracket & pressing plate #Without kit

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CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3" Cut Off Tool & 1/4" Die Grinder	£47.99	£57.99
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CAT136	6" Dual Action Sander	£34.99	£41.99
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910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.99	£137.99
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CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
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Little Devil SSII*10.3		£79.98	£95.98
Devil 650	15	£74.99	£89.99
Devil 660 SS	15	£109.98	£131.98
Devil 850	12.4 - 31	£129.98	£155.98
Devil 860SS*	31	£149.98	£179.98
Devil 1850*	26.9 - 58	£299.98	£359.98
Devil 3000*	35.8 - 82	£399.98	£479.98
Devil 4000	70 - 131	£399.98	£479.98
Devil 3150*	46 - 100	£469.98	£563.98

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MODEL	CAPACITY	EXC.VAT	INC.VAT
CES340	340kg	£49.98	£59.98
CES500A	227kg	£54.99	£65.99
CES450	450kg	£69.98	£83.98
CES750A	340kg	£79.98	£95.98
CES560	560kg	£89.99	£101.99
CES680*	680kg	£119.98	£143.98

## Clarke INVERTER GENERATORS

MODEL	EXC.VAT	INC.VAT
IG1000	£229.98	£275.98
IG2200	£389.98	£467.98

## Clarke BENCH GRINDERS & STANDS

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
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CBG6RPZ	PRO	150mm	£39.98	£47.98
CBG6RSC	HD	150mm	£49.98	£59.98
CBG6SB*	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£65.99
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MODEL	DESC	EXC.VAT	INC.VAT
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PGF14	Pro. Gravity	£24.99	£29.99
SP14/18C	1.4mm/1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

## Clarke TAP & DIE SETS

TYPE	EXC.VAT	INC.VAT
16pc Metric	£14.99	£17.99
24pc UNC/UNF/NPT	£19.98	£23.98
28pc Metric	£23.99	£28.79
33pc Metric/UNC/UNF/BSP	£31.99	£38.39
32pc Metric	£41.99	£50.39

## Clarke DRILL PRESSES

MODEL	EXC.VAT	INC.VAT
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## Clarke POLISHING KITS

MODEL	EXC.VAT	INC.VAT
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## VAC KING WET & DRY VACUUM CLEANERS

MODEL	MOTOR CAPACITY	EXC.VAT	INC.VAT
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CVAC20SS*	1400W	£47.99	£57.99
CVAC25SS*	1400W	£64.99	£77.99
CVAC30SS*	1400W	£86.99	£104.39

## Clarke HEAVY DUTY PETROL POWER WASHERS

MODEL	EXC.VAT	INC.VAT
PLS195	£199.00	£238.80

## Clarke MECHANICS MOBILE SEAT

MODEL	EXC.VAT	INC.VAT
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## Clarke GENERATORS

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G2500	2.4	6.5	£189.98	£227.98
G3005	2.8	7	£239.98	£287.98
G3050	3	8	£269.00	£324.80
G4050ES	4.5	11	£479.00	£574.80
G5100ES	5.5	13	£569.00	£682.80

## Clarke ELECTRIC POWER HOISTS

MODEL	CABLE MAX LOAD (KG)	HEIGHT (M)	EXC.VAT	INC.VAT
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CH4000B	Double 250	6M	£99.98	£119.98
CH4000B	Single 200	12M	£99.98	£119.98
CH4000B	Double 400	6M	£99.98	£119.98

## Clarke BODY REPAIR KITS

MODEL	CAPACITY	EXC.VAT	INC.VAT
CS10BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10BRK*	10 tonne	£149.98	£179.98

## Clarke PARTS WASHERS

MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
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CW1D	45Ltrs	Floor	£99.98	£119.98
CW20D	22.5Ltrs	Floor	£144.99	£173.99
CW40	75Ltrs	Floor	£159.98	£191.98

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CPSB200	63 litre	12-20 cfm	£169.98	£203.98

## Clarke STRUT SPRING COMPRESSOR

MODEL	EXC.VAT	INC.VAT
SSC1000	£99.98	£119.98

## Clarke CAR TRANSPORTER LASHING

MODEL	EXC.VAT	INC.VAT
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## Clarke SOCKET SETS

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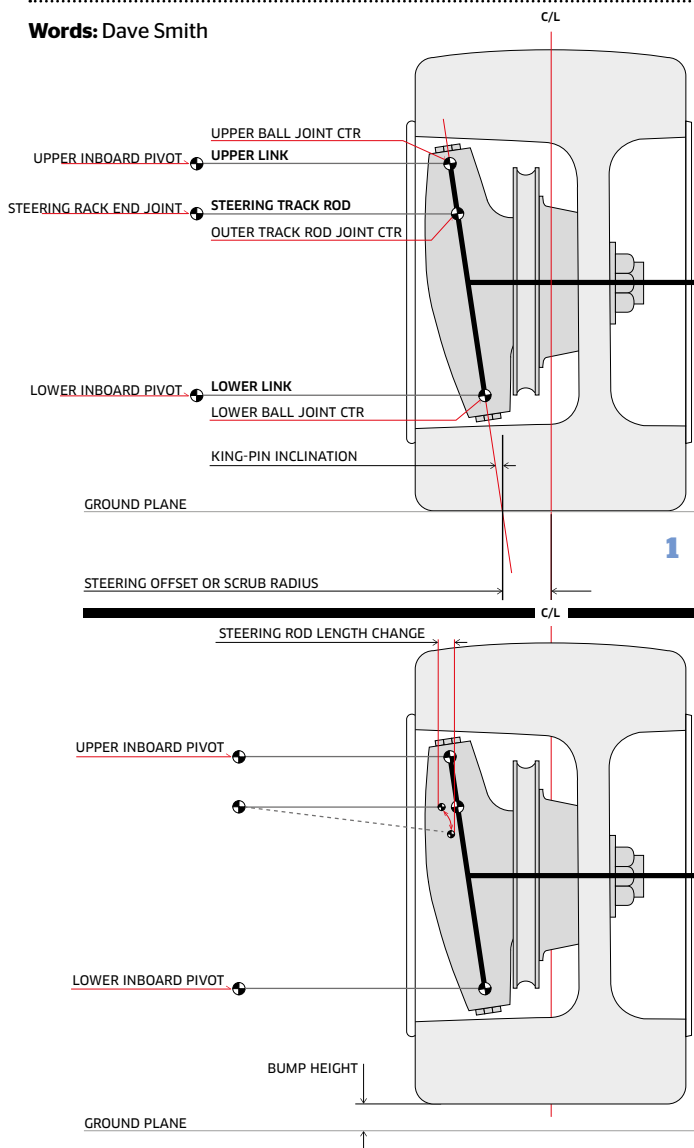
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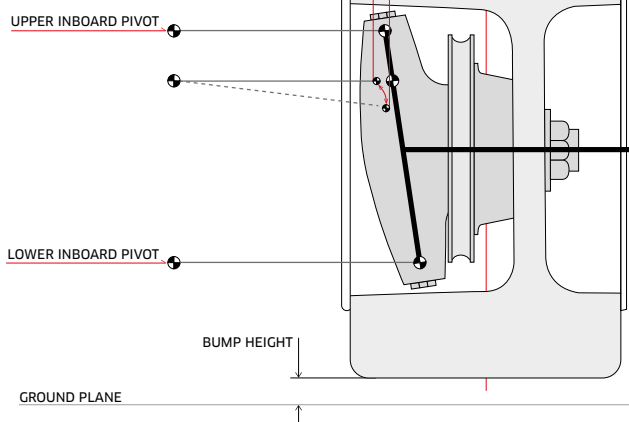
# jargonbuster

Don't get a bum steer on bump steer

Words: Dave Smith



1



## Hell's Angles II

Bump steer is a very difficult concept to explain, but – and this may be controversial – to many of us, it won't matter a great deal. However, it's worth considering. Firstly, bump steer has nothing to do with a bump mid-corner affecting the car's steering or direction. That will affect any car. Bump steer is to do with the difference between the car's suspension and steering angles at ride height, and the angles when the suspension on that corner of the car is compressed.

Consider a car with rack and pinion steering. At normal ride height, the track rods – the rods between the steering rack itself and the knuckle joints of the track rod end – will be about horizontal. The wheels will be

roughly vertical, perpendicular to the road, and possibly toeing-in a fraction at the front edge. Now imagine you're heading into a right-hand bend, or going around a roundabout, at speed. The weight of the car will shift to the left, meaning the front left-hand spring will compress. The steering rack is fixed, but the track rod end on the front spindle has moved upwards, meaning that the track rod is no longer horizontal; the outer end has moved upwards, and, because the front suspension arms are fixed too, the spindle is describing an arc when viewed from front or rear. This means that the lateral distance between the rack and the spindle has decreased, although the length of the track rod hasn't. Effectively,



2



3

as the suspension compresses, the fixed length of the suspension arms and track rods are causing steering input – bump steer.

Still with us? Probably not, as that above paragraph is a long-winded and confusing method of describing a simple and basic premise. Perhaps this diagram (1) will help. Most of us can get along in our street cars in blissful ignorance of bump steer, unless we happen to be hammering around a circuit. The problem will become more noticeable when we lower the car's suspension. All of a sudden, the track rods aren't horizontal at ride height, and when the suspension compresses further, the arc described by the track rods is more pronounced, making that steering input much more noticeable. If you're just cruising the streets in your lead-sled, again, you'll probably never notice. It's only if you're pressing on that it might become an issue.

There are ways around it. One way of keeping the track rods horizontal on a lowered car is

extended tapers on the track rod ends, or spacer brackets. This can work, but it puts a lot of extra stress on the track rod ends and, on many cars, the track rod ends sit inside the offset of the wheel so extending them may cause clearance issues. Some use extended tapers on the ball joints (2) to correct geometry issues on lowered cars, but this again can cause stress relocation. There are even ways of raising the steering rack on its mounts, but the benefits of this have often been questioned and it'll likely cause more clearance problems than solve geometry issues. Possibly the best way of lowering an older car whilst keeping most of the suspension geometry stock is the dropped spindle (3). This uses a spindle with standard locating points, but raises the stub axle – the stub which the hub is fixed to – and brake calliper mounting points (if applicable) upwards on the spindle, lowering the car without altering the steering angles.





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# TRIED'N'TESTED

## ValetProGlassCleaner

AVAILABLE FROM:

See [www.valetpro.eu](http://www.valetpro.eu) for regional and online stockists.



This stuff is simply a glass cleaner in a trigger spray bottle, much like most other glass cleaners. This one, however, is from Valet Pro, a company that provides valeting materials to the professional. Whilst the auto enthusiast might enjoy spending a whole afternoon cleaning and detailing their car until it's surgically spotless, time is money to a professional, and they want maximum results with minimum time and money expenditure, so you'd expect this stuff to do a workman's job, and quickly.

It does. Spray it on, wipe it off with a microfibre and the job's a good'un. Clear glass, minimal smearing and no residual

chemical or alcohol stink. It lifted off sap, bird cack and even the residue left by long-gone stickers and tax disc holders with little fuss. The only areas I had to go over again was the heating element on the rear windscreen -

crud seems to gather along the strips and set solid. When I'd finished, it had transformed the car from slightly neglected to showroom fresh. And I'm not sure what more you can ask of a glass cleaner...



# TRIED'N'TESTED

## LickMyBattery

AVAILABLE FROM:

Widely available through car accessory stores nationwide

Hmmm. This is just one of a range of peculiarly-named garage consumables from CarPlan, but it could prove useful to have around. Simply, it's a spray that cleans grime and neutralises corrosive deposits from your battery terminals, then sets to a gel-like blue goo that keeps water and further corrosion out, and ensures a good connection. I've tried it, and it's simple to use - although you have to be careful to prevent it going everywhere - and seems to do what it suggests. The only downside I can see is ... well, have

you ever thought to yourself, "I really MUST go down to the car accessory shop and buy a can of battery terminal cleaner"? Most garages and workshops will have a small, cheap, ancient tub of Vaseline at the back of a dusty shelf that gets used on the odd occasion you have to check your battery terminals, and lasts for years. Is this stuff the answer to a question that nobody has asked? Either way, if you simply have to have every single product under the sun for your car care regime, here's the latest must-have addition.





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# What's In The Workshop

## 'Shine On

They may be a new name, but they're a shop-full of classic

### THANKS:

Moonshine Motors,  
Burton-upon-Trent DE14 2AU,  
07912 664343,  
[www.moonshinemotors.co.uk](http://www.moonshinemotors.co.uk)



Burton-upon-Trent is famous for brewing; possibly not for distilling, but now there's Moonshine Motors to set that right. Jon and Jon have a whiff of Aaron and Richard about them, and so do some of the motors that come in and out of their premises. On a flying visit recently, there were no fewer than five Yanks and a Harley parked outside - we had to take a look.

The least missable is a Hummer H2 in bright yellow, belonging to a customer. It was just in for some basic servicing, but the customer told me it was his daily as well as a promotional vehicle. "I really wanted one, and decided to buy it for myself before I was 40," he said. "I got it last year, and I turn 40 next year, so I decided I should also buy a Harley before I turned 40!"

The next least missable vehicle is a DayGlo yellow '78 Chevy C10, which the guys literally dragged out of the hedge it had lived in for six years. "We had to hack away the undergrowth and it took three of us to lift the bonnet," said Jon. "We put petrol and a fresh battery in it, and it started; we put transmission fluid in it

and it drove!" It's going to be a rat-look shop truck, though the words 'Detroit Diesel blower' were mentioned in relation to the 305-cube V8.

Gleaming in front of the workshop was a '68 Mustang coupe, finished for a customer a few months ago, having had new floors, quarters, sills and lower cowl. "The owner gave us free rein to build this," said Jon. "The body kit was very expensive, but still a pain to fit!" The all-round unassisted drums have gone in favour of a power-assisted disc

front set-up, and the motor is a healthy, warm 302. The fibreglass bootlid and bonnet complete the look, although the car's now sold. Next on the list is that rather abused-looking '68 Fastback, which needs almost everything. It belongs to the same customer, and he's thinking of going the Bullitt route with it.

The '95 Astro is Jon's, a recent arrival as a Cat-C write-off. It needs some front corner bodywork and suspension, but the LPG-powered wagon will soon be in family daily duty.

Moonshine Motors has only been up and running since Christmas, but the guys used to build cars in their spare time. Eventually, they got so busy building other people's cars for them that they went at it full-time. Now they're happy to work on all classics, especially Americans and VWs, including all fabrication and welding, plus they're fully equipped with the latest diagnostics for later models. Drop in, pay a visit. Check out the Burton Brewery Tours while you're there...





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# techstuff

## Handsome Dashing

**Nope, not a description of the Editor (by any stretch of the imagination), but definitely fitting for the latest offerings from Classic Dash.**

Available for Fox Mustangs - 1979-1986 and 1986-1993 - and C2 Corvettes, these UV resistant ABS composite dash panels come in matt black, brushed aluminium or carbon fibre finishes, either as plain panels or ready-filled with a full complement of Auto Meter or Thunder Road gauges in a choice of 15 styles. The Fox panels have two 3.375" (4.625" for the Corvette panel) and four 2.125" gauge apertures, and are a direct bolt-in swap for the factory part with no cutting required. A complete wiring kit that plugs into the factory harness is also available, and it all comes with a detailed 24-page instruction booklet. See the revamped website at [www.classicdash.com](http://www.classicdash.com) for details.



## Handsome Dashing II

**More new faces for facias come from Auto Meter, including new LED GPS speedometers built on the next generation gauge platforms.**

Since their introduction in 2012, GPS speedos have proven very popular to rodders, whose love of swapping drivetrains, gearing and wheel sizes has always resulted in speedometers with the accuracy of a cannon full of bat poo. These new units feature Auto Meter's award-winning hi-def backlighting for unsurpassed visibility, and require nothing more in the wiring department than power and earth. The configurable Rally-Nav display shows odometer, trip meter, GPS coordinates, compass, peak speed recall, 0-60mph, 60-0mph, and even an inclinometer. See [www.autometer.com](http://www.autometer.com) for details.

While you're there, check out their LCD Competition race dash; a carbon composite dash sealed against whatever dirt, water, dust, vibration or shock you can throw at it. The seven-inch LCD panel ensures easy visibility, and is fully configurable to your specification with two CAN and two serial data bus channels, plus 12 analogue inputs, data recording, the whole nine yards. There are enough other features to fill this page, and it only weighs 1.5lbs. Wow.



## The Imperatore's New Clothes

**Hot from Italian wheel legends Speedline is the new SL1 Imperatore, using the latest 'flowforming' manufacturing and finishing techniques to great effect on most five-stud cars.**

Giving high strength despite reduced mass, this diamond-cut beauty will look good on your late-model muscle for years, and comes in sizes from 8x18 to 9.5x19. See [www.speedlinecorse.co.uk](http://www.speedlinecorse.co.uk) for details.

## Off The Peg

**These days, when it comes to building up a performance motor, you're sometimes better off just going the crate engine route - once you've taken the hit of buying and shipping, the problem's solved.**

Summit Racing Equipment have added Blueprint Engines to their range, engines for everything from rock crawlers to race cars to power boats to daily drivers. Their crate engines come balanced and dyno-tested with printout, in base trim or with intake, carb/EFI and distributor, ready to drop in and go, and all with a 30 month/50,000 mile warranty. Or you can buy bare blocks and heads, Muscle Series aluminium heads - bare or assembled - and short blocks...

the answer is there. See [www.summitracing.com](http://www.summitracing.com) and speak to your importer.





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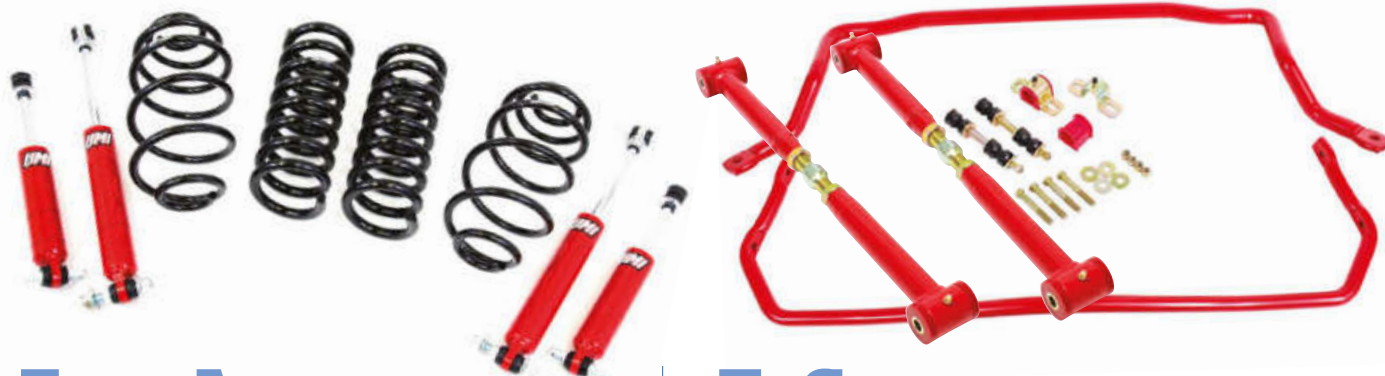
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## From A...

**UMI Performance Inc may concentrate most of their catalogue on modern muscle, but that doesn't mean they've forgotten about the Daddys, the original muscle.**

Like these two new kits for GM's A-body. Let's start with the simple lowering spring kit that'll bring your first-gen 1964-66 A-body two inches closer to Mother Earth. The fronts are wound from 5160 CrSi premium wire and have a linear 530lb.in. rate, ideal for small-blocks or ally-headed big-blocks, whilst the rears are 9254 CrSi wire and have a 130lb.in. rate. Both will sharpen up the handling, ideal for Autocross or Pro-Touring. Or why not get the full kit of springs and shocks for 1964-'72 models, featuring similar 1-2" drop springs with monotube shocks for the full performance set-up in one fell swoop? See [www.umiperformance.com](http://www.umiperformance.com) for details and speak to your importer.

## ...To G

**Another company catering mostly to late-model muscle without leaving their classic brethren out in the cold is BMR Suspension, and to prove it, check out their range of lovely shiny bits for GM G-bodies.**

Such as these adjustable lower control arms, which bolt onto your 1978-1987 G-body or 1982-2002 F-body and give you reduced wheel hop, harder launches and more consistent cornering and handling in one go. Made from eighth-inch-wall tubing, they're way stronger than the stamped OE parts, whilst greasable polyurethane bushes give you a much more responsive feel.

Tighten your G-body up even more with BMR's front and rear sway bar kit. These cold formed, solid 1.25" (front) and 1" (rear) bars resist fatigue and retain 'memory' longer than stock hot-formed bars, whilst offering a significant increase in rate, which means reduced body roll and improved handling. See them all at [www.bmrsuspension.com](http://www.bmrsuspension.com) and speak to your importer.

## Behind The Wheel

**Trying to find a good OE steering column, especially one to convert a car from column to floor shift, can be tricky, but ididit's Retrofit steering columns offer factory fit and function with no rust, no dodgy wiring and no safety concerns.**

Each is designed specifically for its application - not 'universal' fit - with switches, wiring and brackets in OE locations, and there are more than 200 models to suit all sorts. Each comes with self-cancelling indicator stalk and four-way hazard flashers, plus all the hardware and mounting guff to suit. See [www.summitracing.com](http://www.summitracing.com) for details.



## Flyweight

**New from Fidanza are lightweight alloy flywheels for two unlikely bedfellows.**

First is a kit for the new S550 Ford Mustang 5.0 V8; the other for the Chrysler PT Cruiser with the 2.4-litre engine. Both offer faster throttle response and quicker acceleration, boosting horsepower by reducing parasitic losses due to flywheel weight, easier engine braking, reduced clutch wear, and the

friction surface is replaceable so you don't need to reface or change the whole flywheel if your clutch throws its hand in. Fidanza can also supply a performance clutch to hot street or race specification, alone or as part of a package, so see [www.fidanza.com](http://www.fidanza.com) for details.



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## Hotwiring...

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Design Engineering Inc's Heat Shroud protects your wiring with a glassfibre fabric bonded to aluminised material that reflects 90% of radiant heat and direct heat up to 500° F (260° C), even welding heat. The Velcro-style closing makes it simple to wrap wires, cables, hoses, even fuel lines, and it comes in diameters from 0.5" to 2.5". Also new are Heat Covers, protective boots for your fuel injectors that prevent heat damage, vapour lock and heat soak, especially in turbo applications. Made from a similar material to the Heat Shroud, they come in packs of two, four, six or eight, and you pop them over the injectors in-situ. See [www.designengineering.com](http://www.designengineering.com) and find your local dealer.

Don't forget, winter's on its way, so check out DEI's cooling additives while you're at it. Use DEI Radiator Relief to clean your system before adding fresh anti-freeze, and Heater Hotter speeds up the transfer of engine heat to your water, making for faster warm-up and faster heat from the heater!



## Top Of The Props

**In the world of lightweight, super-tough composites, carbon fibre is the buzzword. Or words.**

Anyway, for light weight and top bragging rights, you can't beat one of QA1's new carbon fibre propshafts, which they claim are lighter, stiffer, stronger and safer than aluminium. There's a performance range of 3.2" diameter props in a variety of lengths with forged yoke options and 1310 high-strength UJs to suit Ford and GM applications

up to 500bhp and 500ft.lb. of torque, with custom fitments available, all made and fully balanced in-house. Then there's the REV series, 3.7" in diameter with 1350 UJs and the ability to handle a whopping 2,000bhp and 1,500ft.lb! Break one of those and you can REALLY brag... See [www.qa1.net](http://www.qa1.net) and speak to your importer.



## Parking Space

**There are a couple of lovely new places to park your bottom from Cobra, the first being the Nogaro, an all-new composite masterpiece for sports, classic and GT cars.**

Designed to be supportive and balanced for long-distance touring as well as hammering around the track, it's available in 'street' trim or 'circuit' with harness slots, comes trimmed in vinyl/Dinamica or leather/Dinamica, and weighs as little as 5.3kg. Also new is the Players Classic sports seat, a comfortable touring seat ideal for the seventies/eighties 'retro' crowd. Steel tube-framed, generously proportioned and available in a choice of trim, it's a real cruiser's bum-perch. See [www.cobraseats.com](http://www.cobraseats.com) for details.



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# gallery

## Chevy Blazer

This '67 Camaro brings the flames, and is one throttle-tickle from bringing the smoke.

**Words & photography:** Charlie Lewis

Our very own US photographer, Charlie Lewis, brings us a full-on, race-built 1967 Chevrolet Camaro with power to back its looks. The owner of this immaculate machine is none other than David Thompson from TNT Motorsports in McMinnville,

Oregon. With its race-inspired build and aggressively mean raked stance, the custom airbrushed realistic flames on top of the black paint job set the car off perfectly. Paint work was provided by painter Chris Marshall. The car was originally

purchased as a shop demo car, to give it a look-at-it-now transformation. Total build time on this car was nine months which is a fast turnaround, don't you think? What an impressive, fine-tuned machine for the street or the track.



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# gallery

Words: Dave Smith Photography: Darren Graham

## Bright Eyed and Bushy Park

**The first Hanworth Classic in 2005 had seven cars on display. Ten years later, and look at it now!**

The Hanworth Park Classic occupies a tremendous venue – Bushy Park, right alongside Hampton Court. This year marked the event's 10th anniversary as a small fundraiser for the local hospice, and, at the tail-end of June, a couple of hundred classics of all descriptions filed in around the Diana Fountain to enjoy the day. The weather was pleasant →







(apart from a few showers, just to remind you what country you were in), the machinery was gleaming, and the local Kingston Swing/Jive club put on an all-day forties and fifties dance display on a covered hard floor. Many participants had joined in the spirit and come in period-appropriate attire, too.

It's a lovely little one-day event, which is free to enter although they do ask exhibitors and participants to chuck something in the charity bucket, so why not add it to the calendar for next year? Details can be found at [www.hanworthclassic.org.uk](http://www.hanworthclassic.org.uk), watch out for the 2016 date. **ACM**



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# gallery

## BEEN TO AN EVENT RECENTLY?

Email us your pictures and details to  
[gallery@americancarmagazine.com](mailto:gallery@americancarmagazine.com)

Words: Dave Smith Photography: Rachel Landsborough ([www.lenslady.co.uk](http://www.lenslady.co.uk))

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Old Warden, near Biggleswade,  
home, and has made early  
August its spot on the calendar.  
This year was no different, except  
where other shows have been  
washed out, the Supernats was →







actually treated to the odd glimpse of sunshine.

This event always starts early, with the venue opening to club members only on Thursday, which many took advantage of. By Friday, the weekenders were rolling in thick and fast, all ready to join friends and take advantage of the entertainment laid on with plenty of live music, the Tiki Bar, and even free shows from the Demon Drome Wall of Death. Saturday saw a cruise out to Santa Pod, giving participants the option of a few runs in RWYB, then back for more partying with The Rolling Clones, a tribute act →







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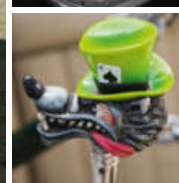
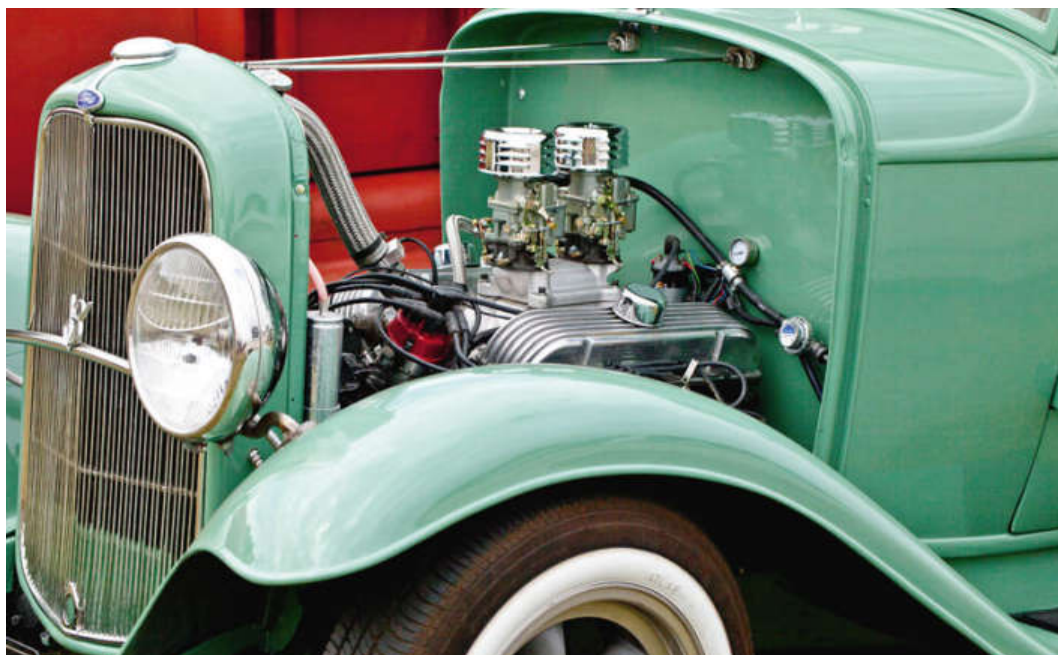
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to ... well, if you can't guess you should probably have stayed in your tent.

Sunday was another blinder, and the showfield filled to bursting and beyond. Whilst the organisers prefer older rods and classics on the showfield, there was still plenty from all eras and styles to see, plus a surrounding traders' village and something for everyone. You know that the NSRA crew's hard work had paid off when the only complaint heard from attendees afterwards concerned the number of wasps also attending! They always get in for free, too... tightwads. This year was the event's 25th anniversary - how are they going to top it for 2016? Well done, NSRA, and keep your eye on the calendar for next year's dates for what is definitely one of the highlights of the year. **ACM**







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# Muscle Car Corner

Paul Dodd gets a soaking over the bank holiday weekend.



It's August bank holiday and the plan is for a good few of us to meet up at the BP near my house, then all rumble into the Buster Lang show; what could go wrong? Well, the weather, actually. It was a total wash-out and most had bailed out but Mad Dog had driven over all the way from Ashford in his Duke Charger, and fellow Surrey Muscled Nick Woods was also at the garage in his new Z06 Corvette as I arrived in my Astra. Yes, even I had chickened out. "Where's the Olds?" they said, as if it was a lovely sunny day!

Sod it we thought, we are here now so let's give it a go, so next thing we are at the show huddling under a gazebo at

the Mopar Muscle Association stand courtesy of Derek Carter and family who were there in force and also supplied the marshals for free. Considering the weather there was actually a good turnout of cars, especially of the Mopar variety, but about an hour or so in the rain was getting heavier so we called it a day. I did feel for the organisers, stallholders and marshals as over 500 cars had signed up to appear but mother nature was not playing ball.

On a brighter note, what is encouraging is that at every event I go to a few muscle car gems pop up. At the Buster Lang show there was an unmolested '67 Super Sport Impala in a

primrose colour, and a really clean second-gen Camaro in black with bling wheels. At the Krispy Kreme meet a couple of weeks before, an original orange Plymouth Duster turned up and an immaculate '72 Chevelle to die for. Then there was a Ford Maverick, a rare find in this country, and this one was done up like a circuit racer. At the beginning of the month I popped down to the American Car Day at Brooklands and came across two absolute gems; a beautifully restored bronze 440 'Cuda alongside an equally clean convertible Super Bee. There was a notable amount of new muscle both at Dragstalgia and the Mopars too so the scene is as healthy as it has ever been. After doing the rounds at drag races, cruises and shows for the last 25 years you eventually run into the same faces and the same cars so it really is refreshing when you see new stuff, especially if it's muscle car shaped, and a seemingly endless flow are flooding in which is great news.

Maybe all those American car programmes on Discovery and the new "Muscle Car Wars" are helping to revive interest with the likes of the 700-plus horsepower Hellcat and the new Corvette, Camaro and Mustang starting to make their way over here in increasing numbers, but can they really compete with the

originals? Well, they are certainly more powerful and comfortable, and driving to Buster Lang in the rain today sandwiched between the old Charger and the new 'Vette showed the gulf between the two. The Charger twitched sideways every time even a small amount of throttle was applied and Dave was struggling to see through the condensation on the windscreen. I could actually smell the petrol fumes coming out of the rear of the Charger as the highly strung motor spat and snarled at idle in traffic, getting hotter and hotter and causing the inside to mist up even more. Meanwhile I could not even hear the engine in the Corvette behind me as it made effortless progress through it all, but believe me this Z06 can move, being able to cover the quarter mile in 11 seconds on its way to 180mph-plus via a paddle-shift six-speed and can corner like it's on rails with its aluminium chassis, so along with the likes of the Hellcat these really are proper muscle cars.

Then again this particular '69 Charger is no ordinary Dukes of Hazzard tribute car - it has run the quarter in the low-nine-second zone, sounded awesome as the boom from each cylinder pounded the ground, and looked the absolute nuts on the road, so for me the old school rules. Keep bringing them over, I say!



Want to get in touch with Paul? Email [editor@americancarmagazine.com](mailto:editor@americancarmagazine.com) or write to the address on page 3





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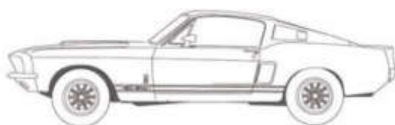


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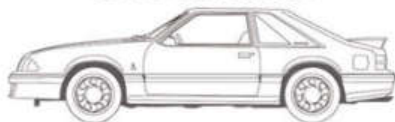
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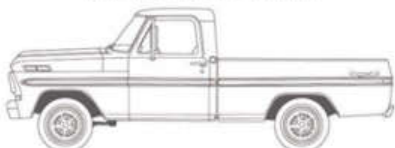
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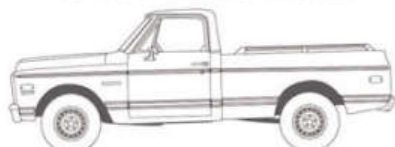
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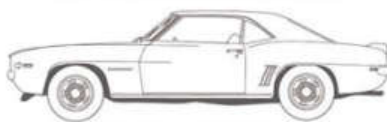
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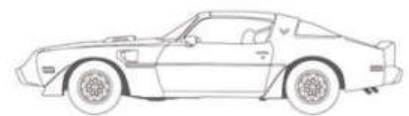


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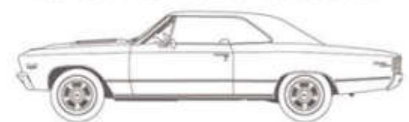


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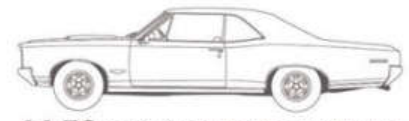
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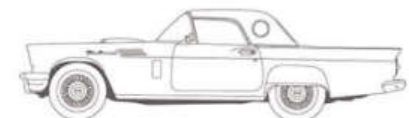
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